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Hillary Gitelman
Director

To: Conservation, Development and Planning Commission	From: Sean Trippi
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Date: June 29, 2012	Re: Delicato Bottling Facility Addendum to the Metropolitan Van & Storage Mitigated Negative Declaration
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Project Title

Delicato Bottling Facility – Use Permit Modification (P12-00144)

County Contact Person, Phone Number, and Email

Sean Trippi, 707.299.1353, sean.trippi@countyofnapa.org

Project Location and APN

The proposed project is located on a 6.2 acre site on the northeast corner of Airport Boulevard and Airpark Road. APN: 057-220-032. 1560 Airport Boulevard, Napa.

Project Sponsor's Name and Address

George Condon, 1419 Arena Drive, Davis CA, 95618.

Introduction

The Planning Commission approved a Use Permit for the Metro Van & Storage facility on February 16, 2011. The building included 107,424 sq. ft. for the storage of personal belongings of military personnel deployed overseas. Containers are shipped to the facility from across the country and are stored until such time as the deployed personnel return. Two full-time employees operate the facility. The approved parking supply would allow approximately 12,085 square feet for office uses and 95,339 square feet of warehousing. A Mitigated Negative Declaration was adopted for the project and included a mitigation measure requiring the payment of an impact fee to address potential cumulative traffic impacts.

Statutory Background

Under the California Environmental Quality Act (CEQA), an Addendum to a certified Environmental Impact Report (EIR) or Negative Declaration is needed if minor technical changes or modifications to the proposed project occur (CEQA Guidelines §15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. The Addendum need not be circulated for public review (CEQA Guidelines §15164[c]); however, an addendum is to be considered

by the decision making body along with the previously-adopted environmental document prior to making a decision on the project (CEQA Guidelines §15164[d]).

This Addendum demonstrates that the environmental analysis and impacts identified in the prior Mitigated Negative Declaration remain substantively unchanged by the situation described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previously adopted Mitigated Negative Declaration.

Applicable Reports in Circulation

This addendum is written as an addition to the Metropolitan Van & Storage Mitigated Negative Declaration, adopted by the Planning Commission at their regular meeting of February 16, 2011. A copy of said document is available for review at the offices of the Napa County Conservation, Development and Planning Department, 1195 Third Street, Suite 210, Napa, Calif.

Project Description

Approval to modify the Metropolitan Van & Storage Use Permit (P10-00348-UP) to allow Delicato Family Vineyards to establish a bottling facility with ancillary office space consisting of approximately 33,526 sq. ft. of floor area, including 2,503 sq. ft. of office, within the existing 107,424 sq. ft. building. The facility will have twelve (12) full-time employees. There will be nine (9) daily deliveries of bulk wine, bottling materials and finished case goods. Proposed hours of operation would be 8:00 AM to 5 PM, Monday through Friday. Access is provided from driveways on Airpark Road and Alexis Court. The site includes parking for 51 vehicles with the installation of an additional 55 spaces deferred until needed. The existing building is connected to municipal water and sewer services provided by the City of American Canyon and the Napa Sanitation District, respectively.

Minor Technical Changes or Additions to the Metropolitan Van & Storage Mitigated Negative Declaration (MND)

Air Quality - On June 2, 2010, the Bay Area Air Quality Management District's Board of Directors unanimously adopted thresholds of significance to assist in the review of projects under the California Environmental Quality Act. The thresholds were designed to establish the level at which the District believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on the Air District's website and included in the Air District's May 2011 updated CEQA Guidelines.

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. The court did not determine whether the 2011 thresholds were valid on the merits, but found that their adoption was a project under CEQA. The court issued a writ of mandate ordering the District to set aside the thresholds and cease dissemination of them until the Air District had complied with CEQA.

In view of the court's order, the Air District is no longer recommending that the 2011 thresholds be used as a generally applicable measure of a project's significant air quality impacts (see <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>), instead the Air District recommends that lead agencies rely on project-specific evidence and the Air District's 1999 thresholds of significance (*CEQA Guidelines – Assessing the Air*

Quality Impacts of Projects and Plans, BAAQMD, December 1999). The following analysis is based upon and consistent with the Air District's 1999 *CEQA Guidelines*.

Over the long term, emissions resulting from the proposed project would consist primarily of mobile sources, including deliveries and employee vehicles traveling to and from the facility. The *Bay Area Air Quality Management Plan* states that projects that do not exceed a threshold of 2,000 vehicle trips per day will not impact air quality and do not require further study (1999 *Guidelines*, p. 24). According to the Institute of Traffic Engineers, *Trip Generation*, 8th Edition, 2008, light Industrial uses are expected to generate 6.97 daily vehicle trips per 1,000 sq. ft. of floor area. The original MND adopted for the Metropolitan Van & Storage facility used this threshold to determine if the project would result in any impacts related to air quality. Based on the 107,424 sq. ft. building, approximately 748 total daily vehicle trips would be generated based on light industrial trip generation rates. The original use permit included 2 full-time employees and 20 daily two-way truck trips. The current proposal includes 12 full-time employees and 18 daily two-way truck trips. The resulting project-related trips are well below the established 2,000 vehicle trip threshold of significance. Even using the more conservative ITE trip generation rates, the total vehicle trips per day is significantly below BAAQMD's recommended threshold of 2,000 vehicle trips/day for purposes of performing a detailed air quality analysis. Given the number of vehicle trips and deliveries generated by the original project and this proposal when compared to the BAAQMD's screening criterion, project related vehicles would contribute an insignificant amount of air pollution and would not result in a conflict or obstruction of an air quality plan. The proposed project would not result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Greenhouse Gas Emissions - Overall increases in GHG emissions in Napa County were assessed in the Environmental Impact Report (EIR) prepared for the Napa County General Plan Update and certified in June 2008. GHG emissions were found to be significant and unavoidable in that document, despite the adoption of mitigation measures incorporating specific policies and action items into the General Plan. Consistent with these General Plan action items, Napa County participated in the development of a community-wide GHG emissions inventory and "emission reduction framework" for all local jurisdictions in the County in 2008-2009. This planning effort was completed by the Napa County Transportation and Planning Agency in December 2009, and is currently serving as the basis for development of a refined inventory and emission reduction plan for unincorporated Napa County.

During our ongoing planning effort, the County requires project applicants to consider methods to reduce GHG emissions consistent with Napa County General Plan Policy **CON-65(e)**. The existing building was constructed last year and incorporated GHG reduction methods where feasible including: compliance with CalGreen building standards, energy efficient construction techniques and heating and cooling systems, water efficient irrigation, recycled-water irrigation with zero potable water use; drought tolerant and local plant materials, bicycle parking, and the use of recycled and low VOC construction materials.

Pursuant to State CEQA Guidelines Section 15183, because this initial study assesses a project that is consistent with an adopted General Plan for which an environmental impact report (EIR) was prepared, it appropriately focuses on impacts which are "peculiar to the project," rather than the cumulative impacts previously assessed. The increase in emissions expected as a result of the project

will be relatively modest and the project is in compliance with the County's efforts to reduce emissions as described below. For these reasons, project impacts related to GHG emissions are considered less than significant.

The County's Draft Climate Action Plan would require discretionary projects to reduce their GHG emissions to 38% below "business as usual" volumes as of 2020 through the application of a combination of State, local, and project-specific programs and policies. Because the Draft Climate Action Plan has not yet been formally adopted, it cannot be considered a formal threshold of significance for CEQA purposes. Although project-specific GHG emissions would be limited, the applicant would likely find it challenging to reduce emissions by 38% to offset emissions from the projected increase in vehicle trips. GHG Emission reductions from local programs and project level actions, such as application of the CalGreen Building Code, tightened vehicle fuel efficiency standards, and more project-specific on-site programs including the potential installation of a solar energy system could combine to reduce emissions below the "business as usual" level, and make it feasible to approach the proposed 38% requirement.

Transportation/Traffic – As mandated by Napa County, projects within the industrial park are responsible for paying "fair share" costs for the construction of improvements to impacted roadways within the Airport Industrial Area (AIA). Since 1990, the County has imposed and collected traffic mitigation fees on all development projects within the AIA. A developer's "fair share" fee goes toward funding roadway improvements within the AIA area including improvements designed to relieve traffic on State Highways. The traffic mitigation fee is further described in Board of Supervisor's Resolution 08-20. For this project, a traffic mitigation fee based on PM peak hour vehicle trips will be imposed and collected prior to issuance of a building permit as determined by the Director of Public Works. The Metropolitan Van & Storage MND included payment of this fee as a mitigation measure, which would also be applicable to the current proposal.

According to information from the California Department of Transportation traffic counts taken in 2008 indicate the traffic volume at the Highway 12/29 intersection was approximately 48,500 to 62,000 average daily vehicle trips. Peak hour trips were approximately 3,600 to 4,900 vehicles. Analysis in the original MND indicated that Metropolitan Van & Storage would generate about 20 two-way truck trips and 4 employee total daily trips. The current proposal would generate about 18 two-way truck trips and 24 employee total daily trips. This would result in approximately 66 total daily trips or about 8 trips an hour. Traffic generated by this project will contribute less than 1% to the traffic levels on local roadways and intersections and to deterioration in their level of service. This less than 1% increase is considered a less-than-significant level with the payment of the "fair share" development impact fee described in Board Resolution No. 08-20.

SUMMARY AND FINDINGS

Review of the project has concluded that the project will not result in new impacts beyond those analyzed in the Metropolitan Van & Storage Mitigated Negative Declaration (2011). None of the conditions described in §15162 of the CEQA Guidelines calling for preparation of a subsequent EIR or Mitigated Negative Declaration have occurred, and thus an Addendum to the 2011 Metropolitan Van & Storage Mitigated Negative Declaration is appropriate to satisfy CEQA requirements for the proposed project.

The following findings are provided in accordance with CEQA §15164 (e) concerning the decision not to prepare a subsequent Mitigated Negative Declaration pursuant to §15162.

(1) None of the following conditions calling for preparation of a subsequent Mitigated Negative Declaration have occurred:

(a) Subsequent changes are proposed in a project which will require important revisions of the previous Negative Declaration...due to the involvement of new significant environmental impacts not considered in a previous Negative Declaration...on the project;

(b) Substantial changes occur with respect to the circumstances under which the project is undertaken...which will require important revisions in the previous Mitigated Negative Declaration due to the involvement of new significant environmental impacts not covered in a previous Negative Declaration...or,

(c) New information of substantial importance to the project becomes available and (a) the information was not known and could not have been known at the time the previous Mitigated Negative Declaration was certified as complete...and (b) the new information shows any of the following:

- The project will have one or more significant effects not discussed previously in the Mitigated Negative Declaration;
- Significant effects previously examined will be substantially more severe than shown in the Mitigated Negative Declaration;
- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; or
- Mitigation measures or alternatives which were not previously considered in the Mitigated Negative Declaration would substantially lessen one or more significant effects on the environment.

(2) Only minor technical changes or additions are necessary to make the Mitigated Negative Declaration under consideration adequate under CEQA; and,


(3) The changes to the Mitigated Negative Declaration made by the addendum do not raise important new issues about the significant effects on the environment.

This addendum to the Metropolitan Van & Storage Mitigated Negative Declaration (adopted by the Planning Commission at their regular meeting of February 16, 2011) finds that actions under the proposed project, as identified herein, will not result in any new significant environmental effects or result in the substantial increase of any previously identified impacts in the previous Mitigated Negative Declaration.

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the Napa County Environmental Resource Maps, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge

of the area; and, where necessary, a visit to the site. For further information, please see the 2011 Metropolitan Van & Storage Mitigated Negative Declaration.

By: Sean Trippi, Project Planner



Signature

6/29/2012

Date