Vine Transit Bus Maintenance Facility

Initial Study – Mitigated Negative Declaration
SCH#TBD

prepared by
Napa Valley Transportation Authority
625 Burnell Street
Napa, California 94559

prepared with the assistance of
Rincon Consultants
449 15th Street, Suite 303
Oakland, California 94612

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

October 2016

Vine Transit Bus Maintenance Facility

Initial Study – Mitigated Negative Declaration
SCH#TBD

prepared by
Napa Valley Transportation Authority
625 Burnell Street
Napa, California 94559

prepared with the assistance of
Rincon Consultants
449 15th Street, Suite 303
Oakland, California 94612

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

October 2016

This page left intentionally blank.

Table of Contents

Tables

Figures

Appendices

Initial Study

1 Project Title

Vine Transit Bus Maintenance Facility

2 Property Owner

Napa Valley Transportation Authority (NVTA)
625 Burnell Street
Napa, California 94559

3 Lead Agency Contact Person, Phone Number, and Email

Antonio Onorato, Project Manager
(707) 259-8779
aonorato@nvta.ca.gov

4 Project Location and Assessor's Parcel Numbers (APN)

The project site comprises two assessor's parcels totaling 8.08 acres in an unincorporated area of Napa County. The site is located at the terminus of Sheehy Court, west of its intersection with Devlin Road. The site is northeast of the Napa County Airport and is regionally accessible from state routes 12 and 29. The APNs for the site are 057-250-025 (5.9 acres) and 057-250-036 (2.18 acres). The site is located north of and adjacent to Sheehy Creek.

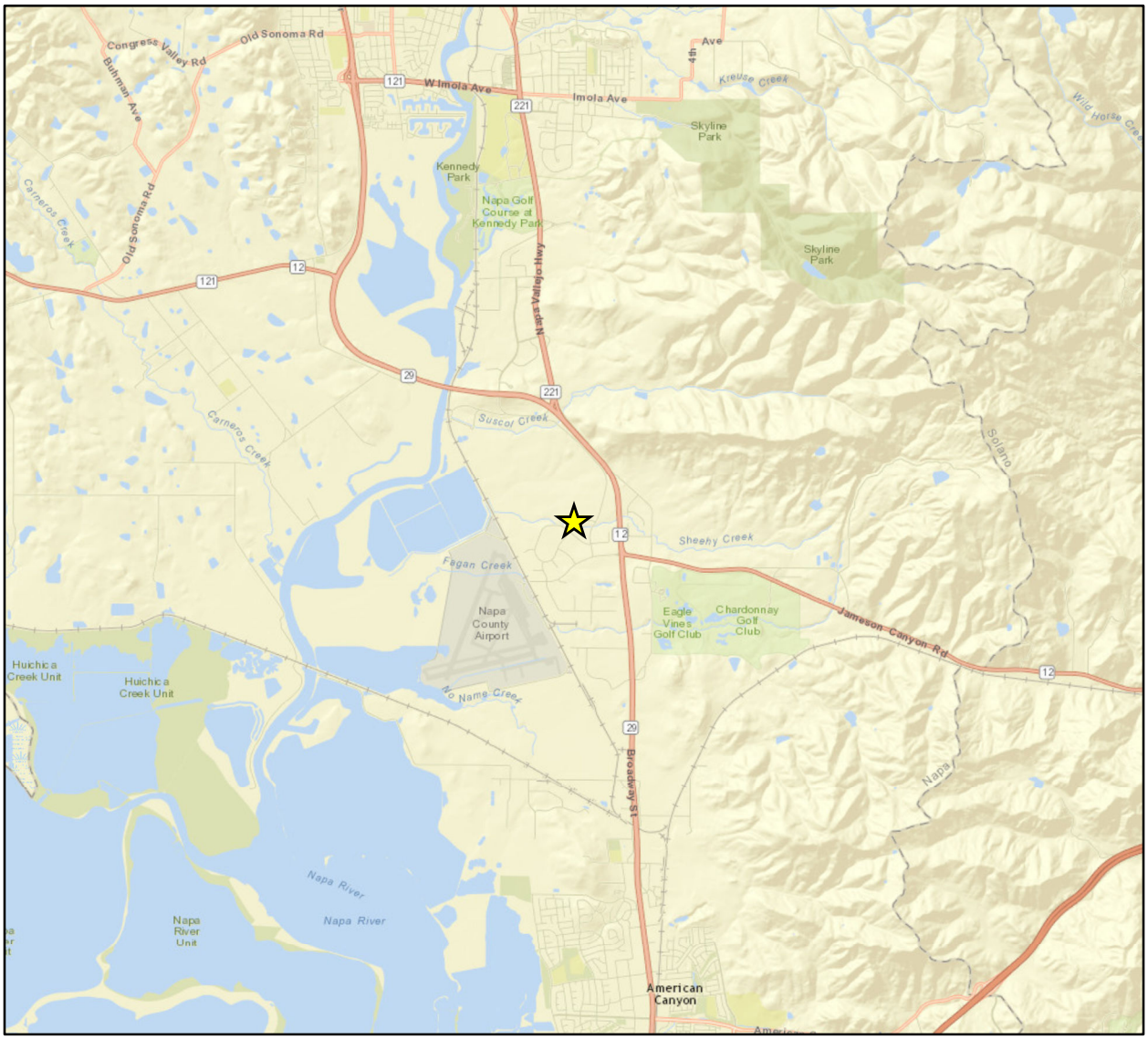
Figure 1 illustrates the location of the site within the region and Figure 2 shows the project site within the neighborhood context.

5 Project Sponsor's Name and Address

Napa Valley Transportation Authority
625 Burnell Street
Napa, California 94559

6 General Plan Designation

Both parcels are designated Industrial in the Napa County General Plan. The site is within the General Plan's South County Industrial Areas planning area and is also designated as Business/Industrial Park in the Napa Valley Business Park Specific Plan.



Imagery provided by ESRI and its licensors © 2016.

Project Location

0 0.75 1.5
Miles

N

Figure 1 Project Vicinity Map

Imagery provided by GoogleI and its licensors © 2016.

Figure 2 Project Site Boundary Map

7 Zoning

The project site is zoned Industrial Park, Airport Compatibility (IP:AC). Permitted land uses under this zoning designation include commercial and industrial uses under the condition that a Use Permit is obtained (Napa County Code chapters 18.40 and 18.80).

8 Background/Project History

NVTA has determined that the current maintenance facility at 720 Jackson Street in the City of Napa is insufficient for Vine Transit's existing service and cannot accommodate future growth. The existing facility does not have enough bus maintenance bays, bus and employee parking, or sufficient space for a modern bus wash. Accordingly, NVTA prepared a feasibility study (December 2013) to identify potential sites in Napa County for a new facility and to screen the sites based on prioritized criteria for the required facility and program. The feasibility began with a list of 27 sites for study, which were screened to several potential sites that, based on size, shape, location, cost, environmental due diligence and other factors, could potentially accommodate the proposed maintenance facility. Based on the feasibility study, the subject parcels were selected as the most appropriate for the proposed project.

9 Description of Project

Objective and Purpose

The proposed project would involve the construction of a new Vine Transit bus maintenance facility (project) that would have a greater capacity than the existing facility at 720 Jackson Street in Napa, which is also outdated and lacks employee and visitor parking. NVTA also leases an additional lot in the southern portion of the City of Napa for overflow bus parking. The existing bus maintenance facility services an 80 vehicle fleet, but is expected to expand to 93 buses within the next 20 years. The project would accommodate the anticipated growth and provide an up-to-date maintenance facility. It should be noted that the anticipated growth in the bus fleet is not part of the proposed project; the new maintenance facility would be needed even without such growth.

Project Overview

The proposed project would involve the construction of an approximately 23,000 square foot, single story (approximately 24 to 28 feet in height) bus maintenance facility that would include a bus wash, seven spaces for bus repair work, one space for paint and body work, and tire storage. The project would also include the construction of a single-story 3,917 square foot administration office building up to 16 feet in height with an outdoor landscaped courtyard. The two parking lots would accommodate approximately 93 public transit vehicles as well as 75 employee and visitor vehicles respectively. These project components would occupy approximately 4.88 acres of the project site, including approximately 3.73 acres of parking and circulation areas, 27,082 square feet of building footprints, and 23,140 square feet of landscaping. A wall of up to eight feet in height, landscaped for screening and/or finished with attractive materials for aesthetic enhancement, would be constructed along a portion of the eastern property line shared with the property at 81-91 Sheehy Court. Table 1 provides a summary of the project components including the building area and parking distribution.

Source: PGA Design, September 2016

Figure 3 Proposed Site Plan

This page left intentionally blank.

Table 1 Project Summary

Building Area	
Office Building	3,917 square feet
Maintenance Building (Bus Repair, Body Shop, Paint Booth, Tire Shop/ Storage and Bus Wash)	23,164 square feet
Subtotal	27,081 square feet
Parking Spaces	
Heavy Duty Buses 12'x40' spaces	50 individual spaces
Articulated Buses 12'x60' spaces	15 individual spaces
Paratransit Vehicles 12'x27' spaces	28 individual spaces
Employee and visitor parking	75 individual spaces
ADA Accessible Handicap	3 designated ADA spaces, 2 unlabeled adjacent front row spaces (included in the 75 employee/visitor spaces)
Total	168 total spaces

A 35-foot buffer from the top of the bank of Sheehy Creek, which borders the site to the south and east, would be maintained; no disturbance or development is proposed within the buffer. This buffer area is also governed by a conservation easement deeded to the County of Napa in 2006. The proposed site plan is shown on Figure 3.

Sheehy Court has a partially completed sidewalk that currently terminates at the end of the existing business's property line adjacent to the northeast property line of the proposed site. The proposed project would include installation of a new sidewalk around the Sheehy Court cul-de-sac from where it currently terminates at the northwest property line of the adjacent business parking lot. The sidewalk would continue around the edges of the court and terminate at the edge of the proposed new driveway or end of the southeastern property line.

Site Access and Fleet Parking

The proposed project would be accessible via Devlin Road and Sheehy Court. Accessing the site via bicycle is also possible from Devlin Road, which currently has Class II bike lanes.

There would be four driveways to enter the site. Two would lead to the bus parking area. The other two would lead to the maintenance building and employee/visitor parking lot, respectively. The designated bus parking spaces would range up to 60 feet in length to accommodate the various vehicle sizes.

Landscaping and Water Quality

The proposed project would include landscape elements in the site design. All plants selected for the landscape would be California native species or drought tolerant. Trees would be located in clusters throughout the employee and visitor parking lot, and office, and around most of the site perimeter. The landscaped plants and trees would be irrigated with recycled grey water sourced from the Napa Sanitation District. Waste water resulting from the bus wash would enter sewage drains and would be transported via pipes to the nearby Napa Sanitation District for treatment. Storm water runoff from impervious surfaces including rooftops and the parking lots would be directed into bioretention systems such as bioswales and rain gardens where water would infiltrate

the soil and become available for absorption by tree and plant roots. Functional landscape elements, including bioretention systems, are discussed in more detail in Section 9, *Hydrology and Water Quality*. It should also be noted that the Napa Valley Business Park Specific Plan (see Section B.3, Site Development Standards for the Light Industrial/Business Park areas) requires a minimum landscaped building setback of 10 feet or as required by the Uniform Building Code (whichever is greater) from interior property lines and a 40-foot average, 25-foot minimum building setback from street right-of-way lines along collector streets and minor streets. The 25 feet nearest the property line adjacent to these streets must be reserved as a "landscape area."

Utilities

The project site would utilize recycling, compost, refuse, and waste water collection services as well as potable water, grey water, electricity, natural gas, and storm drains services. Recycling, compost and refuse services would be provided by Napa Recycling and Waste, located approximately two miles south of the project. Specific details regarding the collection and proper disposal of potentially hazardous materials, such as oil, batteries, and other chemicals would be described in the facility's Storm Water Pollution Prevention Plan (SWPPP). Electricity and natural gas would be provided by Pacific Gas and Electric (PG&E). Potable water would be provided by the City of American Canyon, and waste water would be conveyed to the Napa Sanitation District.

Emergency Services

Fire protection services would be provided by Napa County Fire Department, Station No. 27, located less than one mile south of the site and American Canyon Fire Protection District, located 4.5 miles south of the project site. Law enforcement services would be provided by the Napa County Sheriff's Office, located less than one mile south of the project site. Additional back up law enforcement services could be drawn from the City of Napa Police Department located six miles north of the site, or the American Canyon Police Department, located less than five miles south of the site.

Construction and Grading

Construction of the proposed project is anticipated to take approximately 18 months, currently projected for January 2018 to June 2020, with operations beginning in August 2020. As grading would be balanced on site, no import or export of soil materials would be required, other than base materials for paved areas and building foundations.

10 Environmental Setting and Surrounding Land Uses

The project site is irregular in shape and generally level, sloping downward at its southern and southeastern edge toward Sheehy Creek. It is currently vegetated with non-native grasses (primarily Harding grass, *Phalaris aquatica*) and includes various plant communities (discussed in detail in Section 4, *Biological Resources*).

The subject parcels are undeveloped lots within an industrial/business park subdivision. To the east of the site on the north side of Sheehy Court are two single-story industrial buildings with paved parking lots. To the east south of Sheehy Court is a vacant property with low vegetation. To the west of the site is open land owned by the Napa Sanitation District. To the south and east, the site borders Sheehy Creek. On the far (south) side of Sheehy Creek is a short, unmarked trail that originates at Devlin Road and ends about 0.6 miles to the west. A Napa Sanitation District sewer easement and a City of Napa water line easement traverse the eastern and northern portions of the site. Napa County Airport is located approximately 0.7 miles southwest of the site. There are residences east of SR 29 that are approximately 0.5 mile northeast of the project site, and the

Spring Hill Suites Hotel is southeast of the site on Airport Boulevard just west of SR 29. Figures 4 and 5 show photographs of existing conditions on and adjacent to the project site. Figure 6 shows an aerial view of the site and surroundings.

Photo A: Perspective looking south west towards the project site in the vicinity of the proposed office building location.

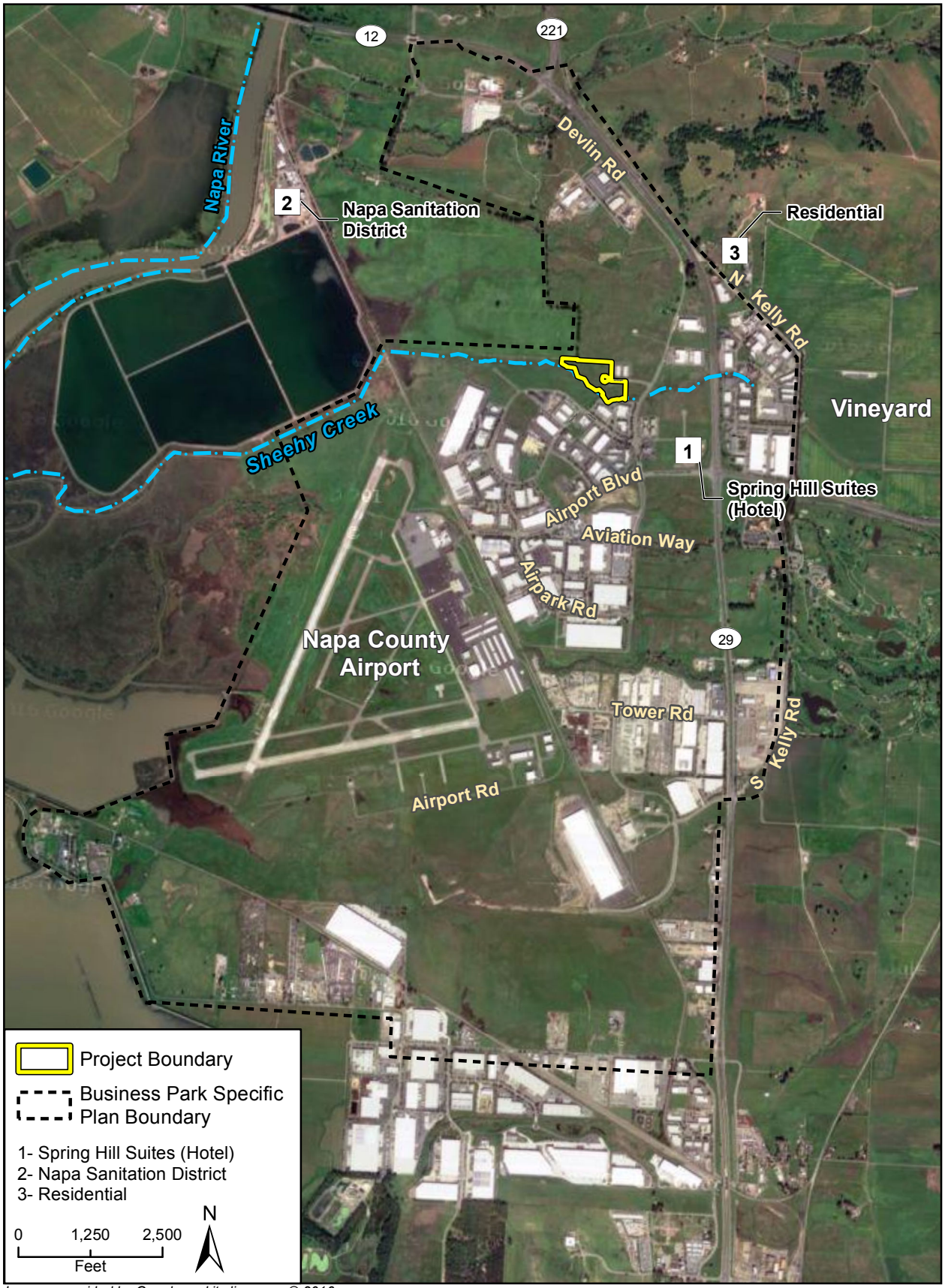
Photo B: Perspective from center of Sheehy Court, looking north west towards project site in the vicinity of the proposed maintenance facility.

Figure 4 Site Photos: Existing Conditions

Photo A: View of Sheehy Creek south of the project site.

Photo B: Perspective from the north western edge of the adjacent property to the east, looking west towards the project site.

Figure 5 Site Photos



Imagery provided by Google and its licensors © 2016.
Napa Valley Business Park Specific Plan and EIR, 2013.

Figure 6 Aerial View of Adjacent Land Uses

11 Other Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement)

NVTA is the lead agency for the proposed project and, as a joint powers agency comprised of the County of Napa and the five municipalities in the County of Napa, has sole discretionary authority for project approval. Resource agencies and local agencies that may need to approve funding, agreements, permits or ministerial permits include:

- California Department of Fish and Wildlife
- Regional Water Quality Control Board
- County of Napa
- Federal Transit Authority (future funding source)

Environmental Impacts and Basis of Conclusions

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; other sources of information listed herein; comments received; conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and visits to the project site.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

■	Aesthetics	□	Agriculture and Forest Resources	□	Air Quality
■	Biological Resources	■	Cultural Resources	■	Geology and Soils
□	Greenhouse Gas Emissions	□	Hazards and Hazardous Materials	■	Hydrology/Water Quality
□	Land Use/Planning	□	Mineral Resources	■	Noise
□	Population/Housing	□	Public Services	□	Recreation
□	Transportation/Traffic	□	Utilities / Service Systems	■	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	*Date*
Printed Name	*Title* *Napa Valley Transportation Authority*

This page left intentionally blank.

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	■	☐	☐

a. Would the project have a substantial adverse effect on a scenic vista?

Views of and through the project site are available from Sheehy Court, Devlin Road and short segments of the short unnamed trail on the south side of Sheehy Creek. Views of the site itself, which is generally level and vegetated primarily with non-native grasses and low shrubs, are not considered to be scenic views. Views available through the site include some potentially scenic elements such as trees to the west and hillsides to the north; these views are available from the western portion of Sheehy Court and some segments of the trail. However, these features are not specifically designated as scenic resources, and would still be partially visible through areas that would not be occupied by proposed structures. The Napa County General Plan includes policies to protect views of certain scenic resources such as vineyards and scenic valleys from designated scenic roads such as SR 29. Policies also address development on certain hillside areas visible from scenic roadways. The site is not on a hillside and not directly visible from SR 29. Although glimpses of the project may be available from a short stretch of SR 29 north of the site, it would be against a backdrop of similar industrial development to the south. The proposed project would not substantially obstruct views of designated scenic vistas; therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings in a state scenic highway?

The project site is not located on, directly adjacent to, or within direct view of, a state designated scenic highway as designated by Caltrans (Caltrans California Scenic Highway Mapping System, accessed online September 2, 2016, nor the County Of Napa's General Plan (Community Character figure CC-3 on page CC-

19, accessed online September 20, 2016). In addition, there are no trees, rock outcroppings, and historic buildings on the project site. Consequently, no impact to scenic resources in a state scenic highway would occur.

NO IMPACT

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The site is undeveloped and supports low vegetation, but has been graded and therefore does not retain its original rolling topography. There are no trees, rock outcroppings or other visually prominent features. The proposed project would substantially alter the existing visual character of the portions of the site to be developed by replacing open vegetated land with parking lots and two new structures. While the project would alter the visual character of the site, the change would be consistent with adjacent development, which also includes one-story industrial buildings and paved surface parking lots. A 35-foot buffer from Sheehy Creek and its associated riparian vegetation would be maintained to preserve the aesthetics and topography of the creek corridor. In addition, proposed landscaping and trees would soften the appearance of the project as seen from public viewpoints. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

There are currently no sources of light or glare on the undeveloped project site. Night lighting in the immediate vicinity consists of street lights on Sheehy Court and in the directly adjacent parking lot to the east.

The proposed bus maintenance facility would consist of a paved parking lot and two single story buildings with exterior lights over parking lots where the buses would be stored when not in use. The primary sources of light would be from the facility itself – exterior lighting as well as indoor light from facility windows – which would be operational 24 hours a day. Vehicle headlights would be a secondary source of light in the early morning and at night and during inclement weather; buses would be primarily operational between the hours of 5:00 a.m. and 8:00 p.m. with two routes that operate beyond 9 p.m. returning to the yard between 10:00 and 11:00 p.m. There are no light-sensitive uses such as residences in the vicinity of the site that would be directly affected by light spillover or glare from light fixtures; however, site lighting may be visible from more distant residences, local streets and State Route 29, and wildlife in the creek corridor could also be adversely affected by project lighting.

Activities during the project's construction phase would also contribute additional light to the site, primarily due to reflection from equipment surfaces and the use of headlights and work lights if construction activities occur outside of daylight hours. However, these impacts would be temporary and would not significantly increase light levels in the area.

The introduction of new light sources to the site at night and early morning would add incrementally to background light levels currently present as a result of adjacent industrial development. The proposed landscape plan, which includes trees around much of the site perimeter, would substantially minimize many of the potential light and glare impacts by blocking or filtering light and glare from the sight from a number of viewpoints. However, due to the facility's proposed size and extent of required parking lot lighting, additional mitigation measures are required.

Glare impacts could result from the use of reflective materials on proposed buildings and, to a lesser extent, reflection from vehicle surfaces. Such glare could affect pedestrians and motorists on surrounding streets and the trail south of Sheehy Creek. Mitigation measures are also required to reduce glare impacts.

AES-1 Night Lighting. The following measures shall be reflected in final building and lighting plans for the proposed facility:

- Lighting Plans and Specifications. Final project plans shall include a lighting plan and specifications for all exterior lighting fixtures and light standards. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are shielded and designed or located in a manner as to contain the direct rays from the lights on-site and to minimize glare perceived from surrounding properties. All parking lot lighting shall be shielded and directed downward and away from property lines to the extent feasible while providing adequate safety and security.
- Building Material Specifications. All structures shall use minimally reflective glass and all other materials and colors used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

This page left intentionally blank.

2 Agriculture and Forest Resources[1]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c Conflict with existing zoning for, or cause rezoning of, forest land as defined In Public Resources Code Section 12220(g), timberland as defined in Public Resources Code Section 4526, or timberland zoned Timberland Production as defined in Government Code Section 51104(g)?	☐	☐	☐	■
d Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	☐	☐	☐	■
e Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.	☐	☐	■	☐

[1] "Forest land" is defined by the State as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." (Public Resources Code Section 12220(g)) The Napa County General Plan anticipates and does not preclude conversion of some "forest land" to agricultural use, and the program-level EIR for the 2008 General Plan Update analyzed the impacts of up to 12,500 acres of vineyard development between 2005 and 2030, with the assumption that some of this development would occur on "forest land." In that analysis specifically, and in the County's view generally, the conversion of forest land to agricultural use would constitute a potentially significant impact only if there were resulting significant impacts to sensitive species, biodiversity, wildlife movement, sensitive biotic communities listed by the California Department of Fish and Game, water quality, or other environmental resources addressed in this checklist.

a. Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is zoned for business and industrial uses. However, portions of the northwestern parcel boundary have been identified as "Farmland of Statewide Importance" by the California Department of Conservation. The overlap is marginal as only the property line and zoned boundary overlaps with the Farmland designation. Therefore, no important farmlands would be converted to a non-agricultural use and there would be no impact in this regard.

NO IMPACT

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agricultural uses, nor is it under Williamson Act contract. No impact would occur.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The project site is zoned Industrial Park, Airport Compatibility (IP:AC). Neither the site or adjacent parcels are zoned for forestry or timberland uses. No impact would occur.

NO IMPACT

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?

The project would not result in the loss of forest land or the conversion of forest land because the proposed site is located on a grassland community of primarily invasive grass species. No trees would be removed. Therefore, no impacts to forest land would occur.

NO IMPACT

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

As previously stated, small portions of the proposed project's property line would overlap with land designated as Farmland of Statewide Importance. However, despite overlap between the farmland and the facility's property line, the area to be developed for the project will not include important farmland, and the adjacent parcels are not actively farmed. Therefore, impacts to Farmland resulting from the implementation of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a Conflict with or obstruct implementation of the applicable air quality plan?	□	□	■	□
b Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	□	□	■	□
c Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	□	□	■	□
d Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
e Create objectionable odors affecting a substantial number of people?	□	□	■	□

Air Quality Standards and Attainment

The project site is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal $PM_{2.5}$ (particulate matter up to 2.5 microns in size) standards and the state PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement (BAAQMD, "Air Quality Standards and Attainment Status" webpage, accessed August 2016).

The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

Source: U.S. EPA, http://www.epa.gov/airquality/urbanair/

a More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004.

Air Quality Management

The Bay Area 2010 Clean Air Plan (CAP) provides a plan to improve Bay Area air quality and protect public health. The legal impetus for the CAP is to update the most recent ozone plan, the Bay Area 2005 Ozone Strategy, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress in reducing ozone levels in the Bay Area has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the CAP to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD, September 2010).

In 2006, the U.S. Environmental Protection Agency (EPA) tightened the national 24-hour $PM_{2.5}$ standard regarding short-term exposure to fine particulate matter from 65 µg/m^3 (micro-grams per cubic meter) to 35 µg/m^3. Based on air quality monitoring data for years 2006-2008 showing that the region was slightly above the standard, U.S. EPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that Bay Area $PM_{2.5}$ levels currently meet the standard. On October 29, 2012, the U.S. EPA issued a proposed rule-making to determine that the Bay Area now attains the 24-hour $PM_{2.5}$ national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal which includes an emission inventory for primary (directly-emitted) $PM_{2.5}$, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere; and

amendments to the BAAQMD New Source Review (NSR) to address $PM_{2.5}$ (adopted December 2012).[2] However, key SIP requirements to demonstrate how a region will achieve the standard (i.e. the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the "abbreviated" SIP submittal, the BAAQMD has prepared a report entitled "Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area" (2012). The report will help to guide the BAAQMD's on-going efforts to analyze and reduce PM in the Bay Area in order to better protect public health. The Bay Area will continue to be designated as "non-attainment" for the national 24-hour $PM_{2.5}$ standard until such time as the Air District elects to submit a "redesignation request" and a "maintenance plan" to the U.S. EPA, and the U.S. EPA approves the proposed redesignation.

Air Emission Thresholds

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with the California Environmental Protection Act (CEQA) when it adopted the thresholds contained in the BAAQMD's 2010 CEQA Guidelines. The court did not determine whether the thresholds were valid on the merits, but found that the adoption of the thresholds 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. The Air District has appealed the Alameda County Superior Court's decision. The Court of Appeal of the State of California, First Appellate District, reversed the trial court's decision. The Court of Appeal's decision was appealed to the California Supreme Court, which granted limited review, and the matter is currently pending there (BAAQMD, "Updated CEQA Guidelines" webpage, updated January 16, 2014). In view of the trial court's order which remains in place pending final resolution of the case, BAAQMD is no longer recommending that the thresholds be used as a generally applicable measure of a project's significant air quality impacts. As such, lead agencies need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies may rely on the BAAQMD's CEQA Guidelines (updated May 2012) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. However, the BAAQMD has been ordered to set aside the thresholds and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impacts. Lead agencies may continue to rely on the BAAQMD's 1999 Thresholds of Significance and to make determinations regarding the significance of an individual project's air quality impacts based on substantial evidence in the record for that project.

For this Initial Study, the BAAQMD's significance thresholds in the updated May 2011 CEQA Guidelines for project operations within the Basin are the most appropriate thresholds for use in determining air quality impacts of the proposed project. These thresholds are lower than the 1999 BAAQMD thresholds, and thus use of the thresholds in the May 2011 CEQA Guidelines is more conservative. Therefore, these thresholds are considered reasonable for use in this Initial Study.

Table 3 presents the significance thresholds for construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. For the purposes of this analysis,

[2] PM is made up of particles that are emitted directly, such as soot and fugitive dust, as well as secondary particles that are formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOCs), and ammonia (NH_3).

the proposed project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in Table 3.[3]

Table 3 Air Quality Thresholds of Significance

Pollutant/Precursor	Maximum Annual Emissions (tpy)	Average Daily Emissions (lbs/day)
ROG	10	54
NO_X	10	54
PM_{10}	15	82
$PM_{2.5}$	10	54

Source: Table 2-2, Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2011

Notes: tpy = tons per year; lbs/day = pounds per day; NOX = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year.

In addition, a significant air quality impact would occur if the project design or project construction does not incorporate control measures recommended by the BAAQMD to control emissions during construction (as listed in Table 8-1 of the BAAQMD CEQA Guidelines).

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The proposed project would not conflict with or obstruct the implementation of any BAAQMD plans. In fact, implementation of this project would be consistent with BAAQMD's goals to reduce ground level ozone and $PM_{2.5}$ pollution because it would support continued public transportation in Napa County, which could potentially reduce emission of these pollutants from personal vehicles. No new housing or population is proposed or would result indirectly, so the project would be consistent with growth and population forecasts used in the plan. As discussed in greater detail below, project-related emissions also fall within BAAQMD significance thresholds and would not hinder or conflict with any air quality plans. As the project would not conflict with or obstruct the implementation of applicable air quality plans, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

The project would result in a significant impact if it would result in direct and/or indirect operational emissions that exceed BAAQMD thresholds or contribute to carbon monoxide (CO) levels in exceedance of state standards. The construction of the new maintenance facility would produce emissions associated with the operation of heavy construction equipment with internal combustion engines. Activities associated with the operation of maintenance and washing facilities, office space, and buses would also produce emissions. Project emissions due to construction and operation activities were estimated and

[3] Note the thresholds for PM_{10} and $PM_{2.5}$ apply to construction exhaust emissions only.

compared with significance thresholds to identify if emissions would violate air quality standards and result in significant cumulative impacts.

BAAQMD Thresholds of Significance

California Emissions Estimator Model (CalEEMod) version 2013.2.2 was used to estimate temporary construction emissions (direct emissions) and long-term operational emissions (indirect emissions). Table 4 and Table 5 illustrate the project's compliance with the BAAQMD air quality standards for reactive organic gases (ROG), nitric oxides (NO_x), particulate matter with a diameter of more than 2.5 to 10 micrometers (PM_{10}), and particulate matter with a diameter of 2.5 micrometers or less ($PM_{2.5}$). A brief discussion of construction and operational emissions modeling and results is provided below. Complete CalEEMod results and assumptions can be viewed in Appendix A.

Construction Emissions

Construction activities would generate pollutants due to fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment with internal combustion engines (ROG, NO_x, CO, SO_x, PM_{10} and $PM_{2.5}$). CalEEMod was utilized to model air emissions resulting from the construction of three distinct land uses associated with the proposed project: an automobile repair facility, general office space, and a parking lot. An automobile repair facility was selected as the modeled use because it is the most similar land use option to a bus maintenance facility. Construction was assumed to take place between January 2018 and June 2020, in accordance with NVTA projections. For modeling purposes, 2021 was used as the first operational year, rather than the August 2020 start date projected by NVTA, to avoid overlap in construction and operational emissions estimates.

CalEEMod results were evaluated and the emissions data for the construction year with the highest level of emissions for each criteria pollutant were selected to provide the most conservative emissions analysis. Estimated project emissions and relevant thresholds are shown below in Table 4. As the maximum daily construction emissions would comply with air quality standards set by the BAAQMD, construction of the project would not have an individually or cumulatively significant impact on air resources for the criteria pollutants.

Table 4 Construction Emissions (total pounds/day)

	Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Maximum Daily Emissions	10.5	45.7	37.2	10.7	2.7	<0.1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

a See Table 2.1 "Overall Construction-mitigated" of Winter emissions CalEEMod worksheets in Appendix A.

N/A = not applicable; no BAAQMD threshold for CO or SO_X

Operational Emissions

Long-term emissions associated with project operation, as shown in Table 5, would include emissions from vehicle trips (mobile sources), natural gas and electricity use (energy sources), and landscape maintenance equipment, consumer products and architectural coating associated with onsite development (area sources). While the proposed project includes moving operations from an existing facility to the proposed facility, no credit was given for emissions resulting from the existing operation. As with construction emissions, the operational emissions associated with the bus maintenance facility were calculated using the auto care center land use type in CalEEMod. The modeled trips were adjusted to match the trips

projected in the Traffic Study (Appendix E and also shown in Table 16 in Section 16 Transportation/Traffic of this MND). Even though buses are currently using the existing bus maintenance facility, all trips to and from the proposed maintenance facility were included in the CalEEMod model for the most conservative approach. These trips were assumed to be 11 miles round trip, which is the distance from the proposed facility to the Napa Transit Center at 625 Burnell Street in Napa. The trips the buses make throughout the day while making their stops are not included in this emissions estimate. It was also assumed that the buses would generate the same number of trips on weekdays and the weekends. As shown on Table 5, the impact of the proposed project's operational emissions on regional air quality under thresholds b) and c), would be less than significant.

Table 5 Operational Emissions (pounds/day)

	Estimated Emissions (lbs/day)					
Sources	**ROG**	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_X**
Area	4.2	>0.1	>0.1	>0.1	>0.1	0.0
Energy	>0.1	0.2	0.2	>0.1	>0.1	>0.1
Mobile	3.5	22.1	24.8	2.7	1.1	>0.1
Total Emissions	**7.7**	**22.3**	**25.0**	**2.7**	**1.1**	**>0.1**
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

See Appendix A for CalEEMod worksheets.

California Ambient Air Quality Standards for Carbon Monoxide

To insure safe levels of local CO emissions, CAAQS sets the following thresholds for CO:

- 9.0 ppm (8-hour average)
- 20.0 ppm (1-hour average)

BAAQMD provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed CO thresholds. If the following criteria are met, a project would result in less than significant impact to local CO concentrations:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Analysis of the proposed project's traffic impacts (Section 16) indicates that the proposed project meets all three criteria listed above. The project is consistent with the County Congestion Management Plan and would only affect intersections with traffic flows that peak at 1,000 to 2,000 vehicles per hour. As a result, the project would have a less than significant impact on local CO concentrations.

As the project would be in compliance with BAAQMD criteria pollutant thresholds, and CAAQS CO thresholds, the project would not result in individually or cumulatively significant impacts to air quality.

LESS THAN SIGNIFICANT IMPACT

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. The sensitive receptors nearest to the project include residences located approximately 0.5 mile northeast of the project site. These homes are located near North Kelly Road, and are buffered from the project by trees, and other commercial uses such as wineries, a soil testing laboratory, and various retail and commercial uses. The nearest school is Napa Junction Elementary School, located approximately 2.9 miles south of the project site.

Bus operation would also introduce diesel air emissions to the area. However the nearest sensitive receptor is a residence located 0.5 mile northeast of the project site on the opposite side of state route 29. Due to the distance and the presence of state route 29, the project would not cause a substantial pollutant concentration at the nearest sensitive receptor. According to the Traffic Impact Study prepared for the project (Appendix X), 18 trips per hour would pass through the intersection of Soscol Ferry Road and Devlin Road during the AM peak hour (7:00 a.m. to 9:00 a.m.). This equates to approximately one bus every three minutes during AM peak hour. While these buses would emit diesel particulates into the area, the area does not have tall buildings or walls that would trap these emissions. Therefore the emissions would be allowed to dissipate into the atmosphere and would not concentrate around the intersection or at the adjacent residences. Construction emissions would be temporary and would fall within applicable threshold levels. Based on the CalEEMod results shown in Table 4 and the physical location of the proposed project (within a Business/Industrial Park), air pollution emissions resulting from grading and construction of the project site would not result in significant impacts for any sensitive receptors. Additionally, as shown in Table 5, operational emissions would also be below threshold levels and would therefore not result in significant impacts for any sensitive receptors. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

The proposed facility would require the use of materials and substances which may have an odor. These substances may include oil, lubricants, paint, and other chemicals utilized in the maintenance facility and bus wash. Buses traveling to and from the facility or idling at the facility would also produce odors associated with tailpipe emissions. Bus fueling would take place off-site. Additional odors during construction may result from the use of construction equipment, architectural coatings, or paving with asphalt. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. All of the maintenance work including auto body paint, bus washing, and other vehicle maintenance activities would take place inside that new facility. In addition, these odors would be consistent with the site's location in an industrial business park without adjacent sensitive receptors such as parks or residences. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page left intentionally blank.

4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	■	□	□
b Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	□	■	□	□
c Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, Coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	□	■	□
d Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	□	□	■	□
e Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	■	□
f Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	□	□	□	■

A Natural Environment Study (NES) was completed in June 2016 by Rincon (Appendix B). The NES analyzed the potential impacts of implementing the project on local wildlife and habitat. The biological study area (BSA) includes the limits of the project and extends approximately 1/4 mile in all directions to include a raptor survey area. Biological field surveys including reconnaissance-level wildlife and aquatic resources inventories, and a full floristic botanical survey within the 9.1-acre BSA were conducted on May 18, 2016. Nesting raptor surveys were also conducted up to one-quarter mile (1,320 feet) outside of the Project area boundary. The project would partially occupy two APNs (057-250-025 and 057-250-036) at the end of Sheehy Court. This area is comprised of Sheehy Creek, a low gradient mostly perennial stream with a mid-developed riparian habitat restoration area (Napa Valley Gateway Business Park Wetland Mitigation Project) that was implemented in 2002 (Macmillan, 2008), to the south and open disturbed annual grassland comprising the remainder of the project area.

The NES identified 80 special status species with known occurrences within five miles of the project site through a query of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California. Of the 44 special status plant species identified through the database, 10 were deemed to have the potential to occur on the project site based on the presence of suitable habitat. Of the 36 special status animal species identified through the database, 13 of the animal species were deemed to have the potential to occur, or are known to have occurred, on-site based on direct observations and the presence of suitable habitat.

Special status species includes those plants and animals that are: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); 3) recognized as Species of Special Concern (SSC) by the CDFW; 4) afforded protection under the Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR).

Table 6 and Table 7 provide a summary of the special status species that could potentially find suitable habitat conditions within the BSA.

Table 6 Special Status Plant Species with Habitats Present

Common Name	Scientific Name	Regulatory Status (CNPS)	Description	Rationale
Bent-flowered fiddleneck	*Amsinckia lunaris*	1B.2	Dicot annual herb found in valley grassland and foothill woodland. Blooms March-June	Suitable habitat is present within the site. No recorded occurrences are within 1 mile of the Project
Big tarplant	*Blepharizonia plumose*	1B.1	Dicot annual herb found in valley and foothill grasslands. Prefers dry hills and plains in annual grassland; clay to loam soil, usually on slopes and often in burned areas. Blooms July-November	Marginal habitat is present within the site. No recorded occurrences within 1 mile of the Project
Bolander's water hemlock	*Cicuta maculate var. bolanderi*	2B.1	Dicot perennial herb found in marshes and swamps, fresh or brackish water. Blooms July-September	Suitable habitat present within the site. No recorded occurrences within 1 mile of the Project

Common Name	Scientific Name	Regulatory Status (CNPS)	Description	Rationale
Congdon's tarplant	*Centromadia parryi ssp. congdonii*	1B.1	Dicot annual herb found in valley and foothill grasslands. Prefers alkaline/white clay soils. Blooms May-November	Marginal habitat is present within the site. No recorded occurrences within 1 mile of the Project
Congested-headed hayfield tarplant	*Hemizonia congesta ssp. congesta*	1B.1	Dicot annual herb found in valley and foothill grasslands. Grassy valleys and hills, often in fallow fields; sometimes along roadsides. Blooms April-November	Suitable habitat is present within the Project. No recorded occurrences within 1 mile of the Project
Delta tule pea	*Lathyrus jepsonii car. jepsonii*	1B.1	Dicot perennial herb found in freshwater and brackish marshes on marsh and slough edges. Blooms May-July	Suitable habitat capable of supporting this species is present within the site. Three recorded occurrences one mile west of the site at the Napa River, two undated and one dated 2000
Napa blucurls	*Trichostema ruygtii*	1B.2	Dicot annual herb found in cismontane woodland, chaparral, valley and foothill grassland, vernal pools, and lower montane coniferous forests; often in open sunny areas. Blooms June-October	Marginal habitat is present within the site. No recorded occurrences within 1 mile of the Project
Pappose tarplant	*Centromadia parryi ssp. parryi*	1B.2	Dicot annual herb found in chaparral, coastal prairie, meadows, seeps, coastal salt marsh, Valley and foothill grassland. Vernally mesic often alkaline sites. Blooms May-November	Suitable habitat present within the site. No recorded occurrences within 1 mile of the Project
Saline clover	*Trifolium hydrophilum*	1B.2	Dicot annual herb found in marshes and swamps, valley and foothill grasslands, vernal pools, and wetlands. Prefers mesic, alkaline sites. Blooms April-June	Suitable habitat capable of supporting this species is present within the site. Two recorded occurrences within 1 mile of the Project; most recent dated 1993.
Suisun Marsh aster	*Symphyotrichum lentum*	1B.2	Dicot perennial herb found in brackish or freshwater marshes and swamps, along sloughs with blackberry. Blooms May-November	Suitable habitat capable of supporting this species is present within the site adjacent to Sheehy Creek. No recorded occurrences within 1 mile of the Project

CNPS – California Rare Plant Ranks

1A = Plants presumed extinct in California

1B.1 = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)

1B.2 = Rare or endangered in California and elsewhere; fairly endangered in California (20-80 percent occurrences threatened)

1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known)

2 = Rare, threatened or endangered in California, but more common elsewhere

Source: Rincon Consultants, June 2016

Table 7 Special Status Animal Species with Habitats Present

Common Name	Scientific Name	Regulatory Status		Description	Rationale
		USFWS	CDFW		
California freshwater shrimp	*Syncaris pacifica*	FE	SE	Endemic to Marin, Napa, & Sonoma counties. Found in low elevation, low gradient streams where riparian cover is moderate to heavy. Shallow pools away from main streamflow. Winter: undercut banks w/exposed roots. Summer: leafy branches touching water.	Suitable habitat may be present within Sheehy Creek. No recorded occurrences within 1 mile of the Project.
California Red-legged frog	*Rana draytonii*	FT	SSC	Found mainly near ponds in humid forests, woodlands, grasslands, coastal scrub, and stream sides with plant cover. Most common in lowlands or foothills. Frequently found in woods adjacent to streams. Breeding habitat is in permanent or ephemeral water sources; lakes, ponds, reservoirs, slow streams, marshes, bogs, and swamps.	Moderate Potential to Occur: Suitable habitat capable of supporting this species is present within the Project. There are no recorded occurrences within 1 mile of the Project.
Western pond turtle	*Emys marmorata*	--	SSC	Thoroughly aquatic turtle found in ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation below 6000 feet elevation. Requires basking sites and suitable upland habitat (sandy banks or grassy open fields) up to 0.5 km from water for egg-laying.	Suitable habitat present within the Project study area. Aquatic and upland basking sites are present in and adjacent to Sheehy Creek.
American peregrine falcon	*Falco peregrinus anatum*	FD	SD FGC	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Suitable foraging habitat capable of supporting this species is present above the riparian corridor in the BSA. No recorded occurrences within 1 mile of the Project.
Burrowing Owl	*Athene cunicularia*	--	SSC FGC	Found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. A subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel.	Suitable habitat capable of supporting this species is present within the Project area. One recorded occurrence 0.70 mile southeast of Project dated 2006.

Common Name	Scientific Name	Regulatory Status		Description	Rationale
		USFWS	CDFW		
Cooper's hawk	*Accipiter cooperii*	--	FGC	Found in woodlands, chiefly of the open, interrupted, or marginal types. Nest sites are mainly in riparian growths of deciduous trees, such as in canyon bottoms on river plains; also, in live oaks.	Suitable habitat capable of supporting this species is present within the Project. No recorded occurrences within 1 mile of the Project.
Ferruginous hawk	*Buteo regalis*	--	FGC	Found in open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.	Suitable habitat capable of supporting this species is present within the Project. Large trees for nesting and roosting habitat present within the Project. One recorded occurrence 1 mile southwest of Project, dated 1988.
Northern harrier	*Circus cyaneus*	--	SSC	Found in coastal salt & fresh-water marsh. Nest & forage in grasslands, from salt grass in desert sink to springs and marshes in mountain areas.	Suitable foraging habitat capable of supporting this species is present within the Project. Annual grasslands in BSA offer marginal nesting habitat for this species.
Swainson's hawk	*Buteo swainsoni*	--	ST	Breeds in grasslands with scattered trees, junipersage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	Suitable foraging habitat capable of supporting this species is present within the Project. Large trees for nesting and roosting habitat are present within one-quarter mile north of the Project. Species was observed in Project study area during the field surveys. Three CNDDB recorded occurrences within 1 mile, most recent dated 2012.
Tricolored blackbird	*Agelaius tricolor*	--	SSC	Found in freshwater marsh, marsh & swamp, swamp and wetland. Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, & foraging area with insect prey within a few km of the colony.	Suitable habitat capable of supporting this species is present within the Project. CNDDB Occurrence located 1 mile north of Project, dated 1993.
White-tailed kite	*Elanus leucurus*	--	FP FGC	Found in rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Requires open grasslands, meadows, or marshes for foraging close to the isolated, dense-topped trees for nesting and perching.	Suitable habitat capable of supporting this species is present within the Project. Large trees for nesting and roosting habitat present within the one-quarter mile of Project. Species was observed during a previous winter field survey in 2016.

Common Name	Scientific Name	Regulatory Status		Description	Rationale
		USFWS	CDFW		
Yellow-headed blackbird	*Xantho-cephalus*	--	SSC	Nests in freshwater emergent wetlands with dense vegetation & deep water. Often along borders of lakes or ponds. Nests only where large insects such as Odonata are abundant, nesting timed with maximum emergence of aquatic insects.	Marginal habitat capable of supporting this species is present within the Project area. No recorded occurrences within 1 mile of the Project.
American badger	*Taxidea taxus*	--	SSC	Found in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. Requires sufficient food sources (rodents), friable soils, and open, uncultivated ground. Digs large burrows.	Suitable habitat present within the Project. Soils immediately adjacent to Sheehy Creek are friable but not sandy. Soils become heavy and clayey away from Sheehy Creek. No recorded occurrences are within 1 mile of the Project.

Federal Status: 2016 USFWS Listing
DPS = Distinct Population Segment
FE = Listed as endangered under the FESA
FT = Listed as threatened under the FESA
FC = Candidate for listing (threatened or endangered) under FESA
FD = Delisted in accordance with the FESA
FPD = Federally Proposed to be Delisted
FSC = Federal Species of Concern
MBTA = Migratory Bird Treaty Act
BGEPA = Bald and Golden Eagle Protection Act
— = Not federal status

State Status: 2016 CDFW Listing
SE = Listed as endangered under the CESA
ST = Listed as threatened under the CESA
SSC = Species of Special Concern as identified by the CDFW
FP = Listed as fully protected under FGC
SR = Rare in California
FGC = FGC 3503.5
— = No state status

Source: Rincon Consultants, June 2016

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The project site consists of relatively level, undeveloped land and the northern side of the Sheehy Creek riparian corridor. As previously discussed, the project site was graded in 2004 and Sheehy Creek was realigned and enhanced to accommodate future development on the industrial properties along the creek. After grading activities concluded, the site was colonized by Harding grass (*Phalaris aquatic*) and non-native annual grasses such as slender oat (*Avena barbata*), Medusa head (*Elymus caput-medusae*), salt grass (*Distichlis spicata*), Italian rye grass (*Festuca perennis*) and foxtail barley (*Hordeum murinum*).

Special Status Plant Species

The NES evaluated the potential for the presence of special status plant species listed in Table 5. The 10 species were determined to have the potential to exist within the BSA based on their biological

requirements compared to existing site conditions and the range of each species. Full floristic surveys were completed over the entire BSA. Suitable habitat for the majority of special status plants spices with potential to occur in the BSA is limited to the riparian corridor outside of the proposed project footprint. Based on the results of field surveys, and due largely to over 20 years of ongoing disturbance within the non-native annual grassland and the resulting invasive plant communities that have come to dominate this upland area, no special status plant species have potential to occur on the portions of the project site located outside of the riparian corridor. No special status plants were found during the botanical survey within the BSA.

Special Status Animal Species

The presence of special status animal species listed in Table 6 was also assessed in the NES. The following 13 species were determined to have the potential to occur and suitable habitat conditions within the BSA.

California freshwater shrimp, California red-legged frog and Western pond turtle. Sheehy Creek and its surrounding riparian area offers suitable habitat for the California freshwater shrimp, California red-legged frog and Western pond turtle. None of these species were observed in or near the BSA during the biological reconnaissance survey and aquatic resources inventory. A known predator of the three species, the American bullfrog, was found in high densities in Sheehy Creek during the biological reconnaissance survey, which may preclude the successful reproduction and presence of California freshwater shrimp, California red-legged frog or Western pond turtle. The upland area north of Sheehy Creek is adequate migratory habitat for California red-legged frog; however, as discussed in the NES, the USFWS considers it unlikely that Sheehy Creek is currently occupied by California red-legged frog (L. Goude, personal communication, May 23, 2016). Although these species may be present within Sheehy Creek, the proposed project is designed to avoid Sheehy Creek and associated riparian areas (including a County code-specified buffer zone of 35 feet minimum between the creek and the paved portions of the proposed project); therefore, there would be no project related impacts to any of these species.

American peregrine falcon. No American peregrine falcons were observed during the biological reconnaissance survey and nesting raptor surveys in the BSA. Based on the survey results and known nesting habitat for the American peregrine falcon, there is no nesting habitat in the BSA. Peregrine falcons typically utilize isolated benches on cliff faces for nesting habitat. Peregrine falcons select other bird species 77 to 99% of the time as prey with small mammals and occasional amphibians and insects comprising the remainder of their foraging effort. Foraging habitat includes areas with higher densities of potential avian prey such as the oxidation ponds located west of the project area. While it is possible that peregrine falcons could use the Sheehy Creek riparian corridor south of the project area it is unlikely that this area would offer significant foraging habitat relative to the wetlands west of the project that have a greater avian population. The closest CNDDB record is located west of the project area on the Cordelia USGS quadrangle at an unspecified location with an observation date in May of 2015. Based on the American peregrine falcon's nest site and foraging requirements and the project's location outside of the Sheehy Creek riparian corridor, the project will likely have no effect on the American peregrine falcon.

Burrowing Owl. No burrowing owls or sign (whitewash, pellets, feathers, etc.) of burrowing owl was observed during the biological reconnaissance survey. The project site has marginally suitable habitat in the non-native annual grassland in the upland portions of the project site, but no suitable burrows to support nesting or wintering burrowing owls were present within the BSA. Project activity could directly impact burrowing owls if present at the time of construction. If present, impacts to burrowing owl could include mortality through destruction of occupied burrows or by being struck by construction equipment. Burrowing owls may also abandon active nest or winter burrows as a result of construction noise and activity.

Cooper's Hawk. No Cooper's hawks were observed during the biological reconnaissance survey and nesting raptor surveys in the BSA; however, suitable foraging and nesting habitat is present within the

riparian corridor of Sheehy Creek. Project activity could directly impact Cooper's hawk if present at the time of construction. If Cooper's hawks were to be nesting within the riparian corridor adjacent to areas proposed for project development, impacts could include nest abandonment as a result of construction activity and noise.

Ferruginous Hawk. No ferruginous hawks were observed during the biological reconnaissance survey and nesting raptor surveys in the BSA. Ferruginous hawks do not breed in California but are known to overwinter in the state. Overwintering and foraging habitat for the ferruginous hawk in California includes mostly open grassland habitats with high densities of gophers. Grasslands are found in and adjacent to the project area, however, the BSA has a low small mammal population based on the relative absence of observable small mammal burrows, active trails and seed caches. The availability of higher quality foraging habitat within the project's vicinity makes it unlikely that this species would utilize the site as foraging habitat, and as such, impacts to the ferruginous hawk as a result of the project's implementation are unlikely.

Northern Harrier. No northern harriers were observed during the biological reconnaissance survey and nesting raptor surveys. The BSA has a low small mammal population based on the relative absence of observable small mammal burrows, active trails and seed caches. The non-native annual grassland habitat does provide marginal nesting habitat; however the regularity of disturbance and maintenance in these areas of the project site would discourage most raptor nesting behavior. Project activity could impact nesting northern harriers in the upland grassland area if they were present at the time of construction. The availability of higher quality foraging and nesting habitat within the project's vicinity makes it unlikely that this species would occur on the site, and as such, impacts to the northern harrier as a result of the project's implementation are unlikely.

Swainson's Hawk. Marginally suitable foraging habitat is present within the non-native grassland habitat where project development is proposed. Suitable nesting habitat is located in the riparian corridor of Sheehy Creek. There are several CNDDB records of the Swainson's hawk within one mile of the project area. No Swainson's hawks were observed in the BSA; however, this species was observed in flight and foraging in the Raptor Survey Area during the May 18, 2016 surveys. No raptor nests were found. The project site is on the margin of the known breeding range for this species. If Swainson's hawks are nesting within the riparian corridor adjacent to areas proposed for project development, impacts could include nest abandonment as a result of construction activity and noise.

Tricolored Blackbird. No tricolored blackbirds were observed during the biological reconnaissance survey and nesting raptor surveys in the BSA. The BSA has small areas of potentially suitable nesting habitat in the channel of Sheehy Creek where hardstem and river bulrush are the dominant emergent species; however, the small size of potentially suitable habitat is unlikely to support breeding colonies of this species. Project impacts to tricolored blackbird are not anticipated due to the small amount of available nesting habitat.

White-tailed kite. Marginally suitable foraging habitat is present within the non-native grassland habitat where project development is proposed and suitable nesting habitat is located in the riparian corridor of Sheehy Creek. No white-tailed kites were observed during the biological reconnaissance survey and nesting raptor surveys in or near the BSA or the Raptor Survey Area. No raptor nests were found within the BSA or the Raptor Survey Area. White-tailed kite is known to occur in the region and know occurrences within five miles of the project site are documented in eBird, a real-time, online checklist program that provides data sources for basic information on bird abundance and distribution at a variety of spatial and temporal scales (eBird 2012). However, there are no CNDDB records of the white-tailed kite within five miles of the Project area. Project activity could directly impact white-tailed kite if present at the time of construction. If white-tailed kite are nesting within the riparian corridor adjacent to areas proposed for project development, impacts could include nest abandonment as a result of construction activity and noise.

Yellow-headed Blackbird. No yellow-headed blackbirds were observed during the biological reconnaissance survey and nesting raptor surveys in the BSA. The BSA has small areas of potentially suitable nesting and foraging habitat in the channel of Sheehy Creek where hardstem and river bulrush are the dominant emergent species. Project impacts to yellow-headed blackbird are not anticipated due to the small amount of available nesting habitat.

Nesting Birds. The Migratory Bird Treaty Act (MBTA) prohibits the removal or destruction of bird nests, eggs, or nesting habitat and also makes it unlawful to hunt, capture, kill, or otherwise harm migratory birds. Additionally, California Fish and Game Code (CFGC) Section 3500 prohibits the destruction of migratory bird nests, eggs, or nesting habitat. Suitable habitat for birds protected by the MBTA and CFGC, as well as other special status birds and raptors (as discussed above) occurs within and adjacent to the project site in the riparian grassland areas. No avian nests were detected during the reconnaissance surveys. Potential impacts could occur to resident and migratory species during project construction. Construction activity could result in direct mortality if nests were to be destroyed, or individual birds injured or killed through direct contact with construction equipment. Construction activity, noise and vibrations could result in nest abandonment, and displaced birds could suffer stress from displacement into adjacent territories belonging to other individuals.

American Badger. No American badgers and no sign of American badger (burrows, scat, prints, etc.) were observed during wildlife surveys of the BSA. The project site provides only marginally suitable habitat for the American badger and lacks a significant prey population for this species. Small mammal (badger prey) burrows were present in very low density on the site. Therefore, impacts to the American badger are not expected as a result of project activity.

Critical Habitat

The NES identified that there are no critical habitat areas located in the BSA. Although elements of suitable habitat for some special status plant and animal species are present (e.g., bat species and pond turtle), each species is limited to specific biotypes or soil types (e.g., volcanic, alkaline, and/or clay soils; brackish habitat; etc.), which do not occur on site.

Mitigation Measures

Implementation of the following mitigation measures, and compliance with the MBTA and CFGC requirements, would be required to reduce potential impacts to nesting birds to a less than significant level.

BIO -1 Nesting Birds. To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1st through August 30th). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/

nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

BIO-2 Burrowing Owl Pre-construction Surveys. Prior to the commencement of construction activities, a qualified wildlife biologist (i.e., a wildlife biologist with previous burrowing owl survey experience) shall conduct pre-construction surveys of the permanent and temporary impact areas to confirm the existing or new locations occupied breeding or wintering burrowing owl burrows no fewer than 14 days prior to ground-disturbing activities (i.e., vegetation clearance, grading, tilling). The survey methodology shall be consistent with the methods outlined in the 2012 CDFW Staff Report on Burrowing Owl Mitigation and should consist of walking parallel transects 7 to 20 meters apart, adjusting for vegetation height and density as needed, and noting any potential burrows with fresh burrowing owl sign or presence of burrowing owls.

BIO-3 Burrowing Owl Avoidance and Minimization. If burrowing owls are present at the time of preconstruction surveys, adherence to the following measures is required:

- If burrowing owls are detected on-site, no ground-disturbing activities, such as vegetation clearance or grading, shall be permitted within a buffer of no fewer than 100 meters (330 feet) from an occupied burrow during the breeding season (February 1 to August 31), unless otherwise authorized by CDFW. During the non-breeding (winter) season (September 1 to January 31), ground-disturbing work can proceed as long as the work occurs no closer than 50 meters (165 feet) from the burrow. Depending on the level of disturbance, a smaller buffer may be established in consultation with CDFW.
- If burrow avoidance is infeasible during the non-breeding season or during the breeding season (February 1 through August 31), where resident owls have not yet begun egg laying or incubation, or where the juveniles are foraging independently and capable of independent survival, a qualified biologist shall implement a passive relocation program in accordance with Appendix E1 (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the 2012 CDFW Staff Report on Burrowing Owl Mitigation.
- If passive relocation is required, a qualified biologist shall prepare a Burrowing Owl Exclusion and Mitigation Plan and Mitigation Land Management Plan in accordance with CDFWs 2012 Staff Report on Burrowing Owl Mitigation and for review by CDFW prior to passive relocation activities. The Burrowing Owl Exclusion and Mitigation Plan shall include all necessary measures to minimize impacts to burrowing owls during passive relocation, including all necessary monitoring of owls and burrows during passive relocation efforts. The Mitigation Land Management Plan shall include a requirement for the permanent conservation of off-site Burrowing Owl Passive Relocation Compensatory Mitigation at a ratio of 15 acres per passively relocated burrowing owl pair, not to exceed the size of the final project footprint. Land identified to mitigate for passive relocation of burrowing owl may be combined with other off-site mitigation requirements of the project if the compensatory habitat is deemed suitable to support the species. If the project is located within the service area of a CDFW-approved burrowing owl conservation bank, available burrowing owl conservation bank credits may be purchased in lieu of placing off-site habitat into a conservation easement, if acceptable to the CDFW.
- The loss of acres of burrowing owl foraging habitat shall be offset by providing habitat management lands at a ratio of ten acres per burrow identified within the final project footprint. These lands must be on suitable habitat for burrowing owl prior to project operations. Land identified to mitigate for foraging habitat may be combined with other offsite mitigation requirements of the proposed project if the compensatory habitat is deemed suitable by a qualified biologist in coordination with CDFW. A Foraging Habitat Compensatory Mitigation Plan describing the proposed mitigation, including suitability

for meeting the objectives of the mitigation, and methods for preserving the mitigation values of the habitat shall be prepared prior to project operations.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The proposed project construction footprint has been designed to avoid impacts to Sheehy Creek with the construction activity to occur completely outside of the riparian drip line. All construction activity would be further constrained by a County code-specified buffer zone of 35 feet minimum between the creek and the paved portions of the proposed parking lot and maintenance facility. Therefore, project activity would not encroach upon riparian habitat.

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. Plant species observed/detected on the project site are predominantly non-native, and include several invasive species. Three species in particular are considered by the California Invasive Plant Counsel to have a high potential to impact native plan communities: Medusa head (*Elymus caput-medusae*, sweet fennel (*Foeniculum vulgare*) and perennial pepperweed (*Lepidium latifolium*). Disturbance of these plants during site preparation and grading could accelerate spread of these species off site with the potential to adversely impact native plant species in the vicinity. Mitigation is required for this potential impact

Facility construction and operations adjacent to the creek could result in stormwater or operational runoff entering the creek and associated impacts to creek water quality. Section Error! Reference source not found., Error! Reference source not found., discusses stormwater, operational runoff and creek water quality, and identifies mitigation measures to reduce the potential impacts.

The project's impact area would be approximately 4.88 acres, which exceeds the Federal threshold for compliance with Section 402 of the Clean Water Act (CWA); the project would be required to complete a General Construction Permit under the National Pollutant Discharge Elimination System (NPDES). This permit would also require a Stormwater Pollution Prevention Plan (SWPPP) which would include water quality BMPs that would be submitted to the San Francisco Bay RWQCB for review and approval. See Section 9, Hydrology and Water Quality, for more information on this topic.

The proposed bus wash equipment would be located in the northeastern portion of the site, adjacent to the existing parking lot of the neighboring business and over 200 feet from the creek. Nevertheless, the project would result in the risk of runoff, indirect spray, or splashing produced by the facility entering Sheehy Creek, which would be a potentially significant impact unless mitigation is incorporated.

Mitigation Measures

The following mitigation measure would reduce the proposed project's impact to less than significant levels. See Mitigation Measures HYD-1 and HYD-2 for additional mitigation related to water quality.

BIO-4 Setback Requirements. To ensure that operational water quality impacts on Sheehy Creek and the riparian corridor are minimized to less than significant levels, the project must comply with Napa County setback requirements. Grading activities are not permitted within 35 feet of a stream bank for slopes greater than one percent. Slopes ranging from one to five percent require a 45 foot setback, and slopes greater than five and up to 15 percent require a 55 foot setback. The proposed project site layout must comply with this requirement and include a buffer zone of 35 feet minimum between the creek and the paved portions of the proposed parking lot and maintenance facility. This buffer shall be clearly shown on all grading and construction plans.

BIO-5 Removal of Invasive Species. To ensure that the proposed project does not result in the spread of invasive plant species, the following is required:

- Prior to the commencement of grading and construction, a qualified botanist/biologist shall provide invasive plant prevention training and an appropriate identification/instruction guide to staff and contractors.
- Prior to the commencement of grading and construction, specific areas shall be designated for cleaning of tools, vehicles, equipment, clothing and footwear, and other gear.
- Before entering and exiting the work site, tools, equipment, vehicles, clothing and footwear, and other gear shall be cleaned to remove soil, seeds, and other plant parts.
- If necessary, suitable receiving areas shall be designated for invasive plant waste disposal prior to their transport to a certified landfill and 100% containment of invasive plant materials during transport shall be achieved.
- All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified botanist/ biologist.
- No pets shall be allowed at the project site during grading and construction.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The BSA includes a section of Sheehy Creek, including the active channel, bed, bank, ordinary high water mark (OHWM), top of bank and associated riparian habitat. These areas likely consist of both Waters of the U.S. and Waters of the State under the jurisdiction of the U.S. Army Corps of Engineers (USACE), CDFW and Regional Water Quality Control Board (RWQCB). The project has been designed to avoid direct impacts to USACE, CDFW and RWQCB jurisdictional areas, and Napa County code requires a minimum 35-foot setback from Sheehy Creek. The project would also not result in the discharge of dredged or fill material below the ordinary high water mark of Sheehy Creek or any other wetlands. As described in Item b above, the project would be required to complete a General Construction Permit under the NPDES to reduce construction stormwater effects. Therefore, the project would not directly impact any Waters of the U.S. or Waters of the state, and consultation with USACE, CDFW and RWQCB for wetland permitting is not required.

LESS THAN SIGNIFICANT

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Sheehy Creek supports wildlife movement from higher elevation uplands and low lying areas with various habitat types. Sheehy Creek is a relatively short stream extending only 2.75 miles to the east and 2.8 miles to the west of the project site before terminating at the Napa River. The project would not impede any wildlife movement activity. The proposed project construction footprint has been designed to avoid impacts to Sheehy Creek with the construction activity to occur completely outside of the riparian drip line. Construction impacts on wildlife movement in Sheehy Creek would be further reduced by a County code-specified buffer zone of 35 feet minimum between the creek and the paved portions of the proposed parking lot and maintenance facility. The project would not impact the riparian corridor in any way that

would impede movement of wildlife. As previously discussed, marginal foraging habitat is available on the parcels currently occupied by invasive plant communities. However, as discussed in Section 4(a) above, there are additional higher quality foraging opportunities for a variety of species located throughout the riparian corridor and in surrounding areas adjacent to the site. Therefore, no significant impact would occur.

LESS THAN SIGNIFICANT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

According to the NES, the proposed site and the project itself would be compliant with state and local regulations upon completion of all applicable permitting conditions. Upon the completion of all applicable permits and approved plans, and inclusion of all necessary mitigation measures (BIO 1, 2, 3, and 4), impacts would be less than significant.

The following Napa County ordinances and policies would apply to the proposed project:

- Ordinance 1307 § 1 (part), 2008): This ordinance restricts activities in riparian zones. The proposed project would comply with all of the restrictions given the proposed minimum buffer zone of 35 feet between the edge of Sheehy Creek and the paved portion of the project.
- Napa County Municipal Code Title 18, Chapter 18.40.170-Watercourse Protection: The paved portions of the proposed project would be located at least 35 feet from Sheehy Creek pursuant to setback distance requirements.
- Conservation Regulation, Erosion Control Plan (ECP): Pursuant to Chapter 18.108 of the Napa County Code, ECPs are required for projects involving grading or other earth moving activities on slopes greater than five percent. The proposed site has been previously graded to accommodate development; all the portions of the site involving slopes greater than five percent are located within the buffered riparian corridor and would not be disturbed as a result of construction or operational activities.

No riparian habitat would be removed, and no disturbance is proposed within 35 feet of the top-of-bank of Sheehy Creek; therefore the project would not conflict with these policies or ordinances. Impacts would be less than significant.

LESS THAN SIGNIFICANT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area. There would be no impact in this regard.

NO IMPACT

This page left intentionally blank.

5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	□	□	□	■
b Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	□	■	□	□
c Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	□	■	□	□
d Disturb any human remains, including those interred outside of formal cemeteries?	□	■	□	□

A Historic Property Survey Report (HPSR) was completed by Rincon in June 2016 (Appendix C). The project's area of potential effects (APE) was established in consultation with NVTA and includes all of assessor parcel number 057-250-025 (5.9 acres) and 057-250-036 (2.18 acres). Rincon consulted the following sources to complete HPSR: Napa County Historical Society, Napa Cultural Heritage Commission, Native American Heritage Commission (NAHC), and written letters were issued to local Native American tribal representatives.

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No structures previously evaluated for listing on the California Register of Historic Resources (CRHR) were identified within the APE. There are no structures on the project site. Therefore, no impact to historical resources would occur as a result of the Project.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

An Archaeological Survey Report (ASR) was completed for the project by Rincon Consultants, Inc. in June 2016. The archaeological APE for this project includes all areas where ground disturbance associated with the project may occur. Rincon consulted the following sources to complete ASR: the Northwest Information Center (NWIC), Napa County Historical Society, Napa Cultural Heritage Commission, local Native American tribal representatives, and the Native American Heritage Commission (NAHC).

Written letters were issued to 11 local Native American tribal representatives. Of the 11 letters, nine follow up calls were made and voice messages were left. As a result, one response letter was received representing two groups. The letter indicated that the Federated Indians of Graton Rancheria had reviewed the project proposal and site location, and the site is not located in or associated with traditional ancestral territory and therefore no additional comments were made.

The NWIC records search identified 18 previously conducted cultural resource studies within a 0.50-mile radius of the APE, one of which occurred within the APE. This study was an Archaeological Survey of the remainder of the Gunn-Greenwood Ranch, as part of the Napa Valley Gateway Project, in Napa County, conducted in 1988. In addition, three cultural resources had been previously recorded within a 0.5 mile radius of the APE. These resources are all located outside of the APE and include historic buildings, rock walls, privies, and other discards (trash).

Archaeological survey surface observations were consistent with the fact that the APE was previously graded and leveled in 2004 during creek re-alignment activities. These activities would likely have destroyed any surficial archaeological deposits. Rincon Consultants determined that the potential to encounter intact archaeological deposits within the shallow subsurface of the APE is low and the project would not cause a substantial adverse change in the significance of any known archaeological resources.

However, due to the APE's local proximity to numerous prehistoric archaeological resources near the intersection of Soscol Creek and Route 29 (approximately 0.8 mile north of the APE), any project-related construction activities at depths below 2-3 feet has the potential to reveal unknown or undisturbed cultural resources.

Mitigation Measures

The following preventative mitigation measures are recommended to avoid any potential impacts to cultural resources.

CR-1 Archaeological and Native American Monitoring. A qualified archaeologist and local Native American representative from the Napa County area shall conduct monitoring of all project-related ground disturbing activities that would occur at depths 2 or more feet below existing grade. Monitoring of ground disturbing activities shall continue until excavation is complete or until a soil change to a culturally sterile formation is achieved. Determination of these conditions shall be at the discretion of a qualified archaeologist. Archaeological monitoring shall be performed under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983). The qualified archaeologist may reduce or stop monitoring dependent upon observed conditions.

CR-2 Unanticipated Discovery of Cultural Resources. If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find. Evaluation of significance for the find may include the determination of whether or not the find qualifies as an archaeological site. Isolated finds typically do not qualify as historic properties under the NHPA or historical resources under CEQA and require no management consideration under either regulation. After effects to the find have been appropriately mitigated, work in the area may resume. Mitigation of effects to the find may include a damage assessment of the find, archival research, and/or data recovery to remove any identified archaeological deposits, as determined by a qualified archaeologist.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Pleistocene-aged older alluvium (Qoa) is mapped at the surface within the entire project area (Bezore et al. 2002). Pleistocene alluvium has a record of abundant and diverse vertebrate fauna throughout California (Agenbroad 2003; Bell et al. 2004; Jefferson 1985, 1991; Merriam 1911; Reynolds et al. 1991; Savage 1951; Scott and Cox 2008; Springer et al. 2009; Stirton 1939; Wilkerson et al. 2011; Winters 1954) and is generally considered to have high paleontological sensitivity wherever it occurs. Overall, ground disturbance associated with the construction of the proposed project has a high potential to directly disturb a geologic unit with high paleontological sensitivity. Impacts to paleontological resources resulting

from ground disturbing construction activity at depths below 2-3 feet (i.e. below the level of recent grading activities on the site) and in undisturbed sediment could include the destruction of fossils, which would be a significant impact unless mitigation is incorporated.

Mitigation Measures

The following measures are recommended to reduce potential impacts to paleontological resources to less than significant levels.

CR-3 Paleontological Resources. The following measures shall apply to all grading and excavation that would involve disturbance at depths greater than 2 feet below the existing grade.

- Paleontological Mitigation and Monitoring Program: A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity greater than 2 feet below existing grade for the proposed project. This program shall outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.
- Paleontological Worker Environmental Awareness Program (WEAP): Prior to the start of ground disturbance activity greater than 2 feet below existing grade, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- Paleontological Monitoring: All grading and excavation that would involve disturbance at depths greater than 2 feet below the existing grade shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50% of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.
- Salvage of Fossils: If fossils are discovered, the qualified paleontologist (or paleontological monitor) shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
- Preparation and Curation of Recovered Fossils: Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data, and maps.
- Final Paleontological Mitigation and Monitoring Report: Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

During research for the ASR and HPSR, no information regarding known human remains within the APE was found. The nearest cemetery is Napa Valley Memorial Park Mortuary, located approximately 2.8 miles from the project site. As noted in the 2016 Archaeological Survey Report, it is always a possibility to discover human remains during ground disturbing activities, especially near a creek. The construction of the maintenance facility would require working below the surface to install pipes and other infrastructure. With the implementation of the following mitigation measure, impacts would be less than significant.

Mitigation Measures

CR-4 Discovery of Unanticipated Human Remains. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, all work in the vicinity of the discovery would cease. The county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	□	□	■	□
2 Strong seismic ground shaking?	□	□	■	□
3 Seismic-related ground failure, including liquefaction?	□	■	□	□
4 Landslides?	□	□	■	□
b Result in substantial soil erosion or the loss of topsoil?	□	□	■	□
c Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	□	■	□	□
d Be located on expansive soil creating substantial risks to life or property? Expansive soil is defined as soil having an expansive index greater than 20, as determined in accordance with ASTM (American Society of Testing and Materials) D 4829.	□	■	□	□
e Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	□	□	□	■

The project site is located in the Coast Ranges Geomorphic Province, which consists of northwest-trending mountain ranges and valleys. The northern Coast Ranges are dominated by irregular, knobby, landslide-topography of the Franciscan Complex (CGS, 2002). The project site is underlain by older Quaternary alluvium and younger Holocene alluvium associated with Sheehy Creek (Bezore et al., 2002). These geologic formations generally consist of sand, silt, and gravel, and some clay. The surface soil formation at the project site is a moderately well-drained unit dominated by Haire loam (NRCS, 2014). The project site is generally flat and the surrounding landscape slopes gently to the west and southwest, towards Sheehy Creek and Napa River.

a.1. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The project site is located in Napa County near the West Napa Fault Zone, Napa County Airport Section. The Napa Valley Fault is a dextral strike-slip fault which helps form the larger San Andreas Fault system (Wesling and Hanson, 2008). The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone, which is associated with a surface trace of the West Napa Fault, lies approximately 1.2 miles west of the project site (DOC, 1983). Therefore, neither construction nor operation of the proposed project would expose people or structures to a risk of loss, injury, or death involving rupture of a known earthquake fault and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

As with any site in the region, the project site is susceptible to strong seismic ground shaking in the event of a major earthquake. The West Napa Fault zone is located approximately 1.2 miles west of the proposed project site (DOC 1983). The Cuttings Warf Quadrangle map indicates that the West Napa Fault runs through the Napa Sanitation District ponds, through the center of the Napa County Airport and continues southwest from there (DOC 1983). Other active faults outside of the Cuttings Warf Quadrangle include the Monte Vista Fault (10 miles west), the Hayward Fault (15 miles south), and the San Andreas Fault (30 miles west). Depending on the magnitude of the earthquake, these faults could be capable of producing strong seismic ground shaking at the project site. According to maps created from GIS data and hosted on both the Association of Bay Area Governments (ABAG) and the USGS websites, Napa County could potentially experience “very strong” shaking severity levels during an earthquake event (ABAG, 2013). Both construction workers and operational staff could be exposed to a risk of loss, injury, or death involving strong seismic ground shaking. However, as required by California Building Code (CBC) Chapter 16 for the construction of new buildings or structures, specific engineering design and construction measures would be implemented to anticipate and avoid the potential for adverse impacts to human life and property caused by seismically induced groundshaking. The required building standards would minimize the potential for collapse or structural failure during an earthquake and would substantially reduce to potential for loss, injury, or death involving strong seismic groundshaking. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas

where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. Liquefaction maps indicate that portions of the project site, specifically Sheehy Creek, would be moderately susceptible to liquefaction (USGS 1998). In addition, a geotechnical investigation conducted for previous development near Airport Boulevard and Devlin Road identified moderate to high susceptibility to liquefaction (Sinats and Hemati 1988). Due to the presence of fine sand and silt on and near the project site, and due to identified nearby liquefaction risks, a geotechnical investigation would be required prior to project construction to ensure that the soil beneath the project site is capable of providing adequate structural support during a seismic event. In addition, California Building Code (CBC) standards incorporate modern technology into construction BMPs and geology and soil provisions of the CBC set forth seismic design standards and geo hazard study requirements. With incorporation of Mitigation Measure GEO-1 and adherence to existing codes and regulations, impacts would be less than significant.

Mitigation Measures

GEO-1 Conduct Geotechnical Investigation and Soil Remediation. Prior to construction activities, a preliminary geotechnical investigation shall be conducted to determine the presence or absence of unstable soils or soils that would become unstable during a seismic event. The geotechnical investigation shall be conducted by trained engineers and shall comply with ASTM approved methodologies. Based on the results of the preliminary geotechnical investigation, unstable soils or soil that would become unstable during a seismic event shall be remediated to ensure that on-site soils would provide adequate structural support for proposed project structures. Soil remediation may be achieved through, for example, structural piers, excavation of unstable soils, importation of clean, engineered fill, compaction of existing on-site soils, improvement of sub-surface drainage, or a combination of methodologies.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Earthquakes can trigger landslides which could potentially obstruct roads, injure people or cause damage to structures. However, landslides are most likely to occur on or near a slope or hillside area, rather than in generally level areas, such as the project site. Slopes up to five percent along the banks of Sheehy Creek and the constructed flood plains may be vulnerable to marginal landslides but these areas are not proposed for any new development as they are within the 35-foot riparian corridor setback. Furthermore, when Sheehy Creek was realigned and restored just west of the proposed project site, a variety of native plant and tree species were planted and have since established root systems which bind the soil together to mitigate the risk of erosion and landslides, and strengthen the riparian corridor. As the facility would be constructed according to all current building codes and safety standards and would be located in a generally flat, graded area, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The project area is generally flat, which limits the potential for substantial soil erosion. The grading and operational areas of the site would not overlap with the riparian corridor and there would be a buffer zone of at least 35 feet between the top of the bank of Sheehy Creek and the paved portion of the parking lot.

During construction activities, loose and disturbed soil could be eroded during a storm event. However, the project would be subject to erosion prevention measures under the Napa County Stormwater Ordinance and the project's required Stormwater Pollution Prevention Plan (SWPPP) (refer to Section 9[a]). Erosion hazard areas are subject to additional restrictions, including a number of rules to prevent vegetation removal and protect existing trees during construction (Municipal Code 18.108.100). During

operation, the majority of the project site would be paved or occupied by structures. Very little soil would be exposed to erosion by wind or water. For the unpaved portions of the project site, the proposed landscape concept includes a variety of trees and other plants. The plant roots would encourage water infiltration and their root systems would add strength and bind the soil together to prevent erosion. Finally, the proposed biofiltration areas would capture post-development runoff and ensure that both on- and off-site erosion is minimized during project operation. Impacts associated with soil erosion and the loss of topsoil would be less than significant with adherence to existing applicable regulations.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As previously stated, the project site has loamy soils that may be susceptible to liquefaction and is located near the West Napa Fault zone. This right lateral strike –slip fault could cause very strong earth shaking in the event of an earthquake. As required by Mitigation Measure GEO-1, a geotechnical investigation would be completed prior to development (GEO-1) and would remediate any unstable soils or soils that would become unstable during a seismic event. Also, the proposed project construction would comply with all applicable building standards, permitting procedures, and BMPs (including BMPs contained in the required SWPPP). The proposed project is not expected to result in unstable soils and overall impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

Expansive soils refer to soils that have the capacity to change in volume, such as shrinking during periods of drought and swelling during periods of heavy moisture content. Fine grained clay soils typically have a higher potential to expand with exposure to moisture. According to the United States Department of Agriculture (USDA), Napa County soils typically consist of silt loam in generally flat grassy areas with less than one percent slopes. The 1988 Botanical survey conducted for the development of the Napa Valley Gateway project (less than a mile southeast of the proposed project) observed clay-loam soils in areas with slopes of five to 15 percent with a sandy texture, while flat grassland areas with only minor slopes had Haire loam alluvial soils derived from sedimentary rock. Haire loam soils are characterized by clay loam with clay subsoil with slow to moderate permeability. Due to the likely presence of fine-grained, moderate to highly expansive soils at the project site, geotechnical investigation is necessary to determine the risk posed by expansive soils and determine necessary remediation (GEO-1).

With incorporation of Mitigation Measures GEO-1 and adherence to all applicable permits and ordinances, substantial risks to life or property would be mitigated and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project would connect to a sewer system that would transport waste water to the Napa Sanitation District for treatment. Septic tanks or alternative wastewater disposal systems will not be utilized. Therefore, no geological impact due to wastewater disposal systems would occur.

NO IMPACT

7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Generate a net increase in greenhouse gas emissions in excess of applicable thresholds adopted by the Bay Area Air Quality Management District or the California Air Resources Board which may have a significant impact on the environment?	□	□	■	□
b Conflict with a county-adopted climate action plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	■	□

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs), gases that trap heat in the atmosphere, analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF6) (Cal EPA, 2015).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (California EPA, 2015). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are

significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Neither the State nor the County of Napa have adopted GHG emissions thresholds, and no GHG emissions reduction plan with established GHG emissions reduction strategies has yet been adopted. The BAAQMD CEQA Revised Draft Options and Justification Report for Thresholds of Significance (October 2009) states that projects proposed in areas where a qualified Climate Action Plan has not been adopted should be reviewed against a "bright-line" threshold of 1,100 MT carbon dioxide equivalent per year (CO_2e/yr).

Methodology

GHG emissions associated with the construction and operation of the proposed bus maintenance facility were estimated using information provided by the NVTA, a the traffic study completed for the project (Appendix E), and standard assumptions included in the California Emissions Estimator Model (CalEEMod) version 2013.2.2. The model was developed in collaboration with and supported by the air districts of California. The model quantifies direct emissions from project construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. CalEEMod utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. Where project-specific inputs were not available, default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) for the County of Napa was used to calculate GHG emissions associated with the project. Complete results from CalEEMod, as well as site-specific inputs and assumptions are included in Appendix A. For mobile sources, CO_2 and CH_4 emissions from vehicle trips to and from the project site were quantified using in CalEEMod. Because CalEEMod does not calculate N_2O emissions from mobile sources, these were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (Appendix A provides calculations). Rates for N_2O emissions were based on the vehicle fleet mix output generated by CalEEMod, which was adjusted according to the traffic study, and the emission factors found in the California Climate Action Registry General Reporting Protocol.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The project's proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation. Project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Therefore, construction-related GHG emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. Operation of the proposed project would result in GHG emissions from the following primary sources: energy (electricity and natural gas used on-site), mobile (on-road mobile vehicle traffic generated by the project), solid waste disposal by the land use, water usage by the land use, and area sources (landscaping equipment). As shown in Table 8, construction of the project would generate approximately 21 MT CO_2e amortized per year, while operational activities (See Table 9) would generate approximately 534 MT CO_2e per year. As discussed in Section 3, Air Quality, of this MND, no credit has been given for the operations at the existing facility. Therefore, the operational emissions would include the amortized construction emissions plus the operational emissions for a total of 555 MT of CO_2e per year (see total from Table 9). Therefore, the proposed project would be below the BAAQMD bright line threshold of 1,100 MT of CO_2e per year and impacts would be less than significant.

Table 8 Estimated Construction GHG Emissions

Year	Project Emissions MT/yr CO_2e
2018	472.8
2019	158.1
Total Construction Emissions	**630.9**
Total Amortized over 30 Years	**21.0**

See Appendix A for CalEEMod worksheets.

Table 9 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2e) in metric tons
Construction (Amortized)	21.0
Operational	
Area	>0.1
Energy	163.1
Solid Waste	41.9
Water	9.9
Mobile	
CO_2 and CH_4	565.4
N_2O	16.5
Total	**817.8**
Threshold	**1,100**
Significant Impact?	**No**

See Appendix A for CalEEMod worksheets.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Napa County has prepared a Draft Climate Action Plan (CAP) (March 2012). The proposed CAP was recommended for adoption by the Planning Commission in January of 2012 and included a baseline inventory of greenhouse gas emissions in unincorporated Napa County as well as strategies for reducing those emissions to 1990 levels by 2020. At the time the Planning Commission recommended adoption of the Draft CAP, they also recommended using the emissions checklist in the Draft CAP, on a trial basis, to determine potential GHG emissions associated with project development and operation. At the December 11, 2012, Napa County Board of Supervisors (BOS) hearing, the BOS considered adoption of the proposed CAP; however, they directed staff to develop ways that the plan could better address transportation related greenhouse gas emissions in the county, among other concerns. Since the proposed CAP is not formally adopted, it is not considered a significance threshold for CEQA purposes.

As previously stated and shown in Table 8 and Table 9, greenhouse gas emissions associated with the proposed project would be below BAAQMD threshold levels of significance. AB 32 identifies a statewide target to reduce GHG emissions to 1990 levels by 2020, which is equivalent to "cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 15 percent from today's

levels" (Scoping Plan, 2008). The proposed project falls under the BAAQMD threshold for significance which was developed with the goals if AB 32 in mind. Therefore, the proposed project would comply with the goals of AB 32.

The proposed project would be subject to the 2013 edition of Title 24 and is therefore considered to use approximately 25% less energy than a building built to 2008 Title 24 standards. The proposed project would replace three existing buildings with new more efficient buildings. The close proximity to jobs and services may reduce the number of vehicle miles traveled when paired with other transportation goals in the City such as improved bike and pedestrian ways.

In addition, while the Napa Countywide Community Climate Action Plan has not yet been adopted, the proposed project would support many of the goals identified in the Plan. The project would help reduce vehicle miles traveled by supporting bus mass transit for the community and providing alternatives to private vehicle use. As such, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts would be less-than-significant.

LESS THAN SIGNIFICANT IMPACT

8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	■	□
b Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	□	□	■	□
c Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	□	□	□	■
d Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	□	□	■
e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	□	□	■	□
f For a project within the vicinity of a private airstrip, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
g Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	■	□

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h	Expose people or structures to a significant risk of loss, injury or death involving wild-land fires, including where wild-lands are adjacent to urbanized areas or where residences are intermixed with wild-lands?	□	□	■	□

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction Activities

Construction of the proposed project would require the limited use of heavy machinery and construction equipment, such as a graders, front loaders, and dump trucks. The operation of these vehicles and machinery could result in a spill or accidental release of hazardous materials, including fuel, engine oil, engine coolant, and lubricants. Because the proposed project would require over one acre of grading and development, NVTA would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) to comply with Clean Water Act NPDES requirements. Compliance with these requirements would include preparation of a Storm Water Pollution Prevention Plan, which would specify Best Management Practices to quickly contain and clean up any accidental spills or leaks. Due to the medium-term construction period (approximately 18 months) and the moderate amount of construction equipment and associated hazardous materials to be used in construction of the proposed project, the potential for an accidental release of hazardous materials to harm the public or the environment would be low. This potential would be further reduced through compliance with applicable regulations.

Construction activities may also include the temporary transport, storage, and use of potentially hazardous materials including fuels, lubricating fluids, cleaners or solvents. The transport of such materials would be subject to federal, state and local regulations which would assure that risks associated with the transport of hazardous materials are minimized. In addition, construction activities that transport hazardous materials would be required to transport such materials along designated roadways within the County, thereby limiting risk of upset.

Operational Activities

The proposed project is a bus maintenance facility that would require the routine transport, use, and disposal of potentially hazardous materials, such as batteries, oil, lubricants, paint, cleaning solvents, and other chemicals. As with many industrial activities, including those that are currently ongoing in surrounding industrial operations, that involve the storage and use of hazardous materials, on-site activity involving hazardous substances, and the transport, storage, handling of these substances, must adhere to applicable local, state, and federal safety standards, ordinances, or regulations, including a Hazardous Materials Business Plan (HMBP). Businesses that are engaged in the use, sale, storage, or transport of hazardous substances are monitored by various local (e.g., Napa County Environmental Health Division) and State (e.g., Department of Toxic Substance Control) entities. The facility would be required to store hazardous materials in designated areas with secondary containment designed to prevent accidental release into the environment. Potentially hazardous waste produced during operation would also be collected, stored and disposed of in accordance with applicable laws and regulations.

Compliance with existing laws and regulations governing the transport, use, release and storage of hazardous materials and wastes, including the required SWPPP and HMBP, would reduce impacts related to exposure of the public or environment, including adjacent Sheehy Creek, to hazardous materials to less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As discussed under Item a. above, existing regulations would ensure that hazardous materials would not be released into the environment during construction and operation of the project. As discussed under Item d. below, grading of the project site for the project is not expected to encounter hazardous materials such as contaminated soil and groundwater that could then be released into the environment. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Schools are defined as colleges, high schools, elementary schools, preschools, or nursery schools. The nearest school to the project site is Napa Junction Elementary School, located approximately 2.9 miles south of the project site. Therefore, no impact would occur.

NO IMPACT

d. Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 (Cortese List) and, as a result, would it create a significant hazard to the public or the environment?

The following databases compiled pursuant to Government Code Section 65962.5 were checked by Track Info Services, LLC (2007) for known hazardous materials contamination at the project site:

- Underground Storage Tanks (UST): The UST database contains registered USTs. This database is maintained by the State Water Resources Control Board
- Leaking Underground Storage Tanks (LUST): LUST records contain an inventory of reported leaking underground storage tank incidents. This database is maintained by the State Water Resources Control Board;
- RCRA- (TSD, LQG, SQG): RCRAInfo is U.S. EPA's comprehensive information system providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and solid Waste Amendments (HSWA) of 1984;
- PERMITS: The PERMITS database tracks establishments issued permits and the status of their permits in relation to compliance with Federal, State, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, a treatment, storage or disposal (TSD) facility, gas station, has underground tanks, violations, or unauthorized releases. This database is maintained by the County of San Diego; and
- FINDS: Facility Index System. Contains both facility information and pointers to other sources that contain more detail.

A follow-up database search was conducted utilizing Geo Tracker, which concluded that there are no hazardous material sites within 2,000 feet of the project site. The nearest Leaking Underground Storage Tank (LUST) cleanup site is located approximately 2,500 feet (Approximately 0.5 miles) east of the project site on Camino Dorado near North Kelly Road; this case has been closed. As the project is not located on a

hazardous material site and there are no known sites near enough to have affected the site, no impact would occur.

NO IMPACT

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project site is located approximately 0.7 mile northeast of the Napa County Airport. As designated on the Compatibility Plan map in the Napa County Airport Land Use Commission's 1999 Airport Land Use Compatibility Plan, the project site is within Area D, an area of "moderate risk" where residential development is discouraged and the allowed commercial and industrial land uses are suggested to limit density to 150 or fewer persons per acre. As there would be fewer than 150 employees and visitors on the entire eight-acre site at any given time, the proposed use would be consistent with the Plan. In addition, the project would not involve construction of tall buildings or light standards that could interfere with flight safety. Regardless, NVTA would submit the project plans to the Airport Land Use Commission for a determination of consistency with the Airport Land Use Compatibility Plan. NVTA would consider and implement as warranted any recommendations that result from tis review. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?

There are four private air strips in the region (Angwin-Parrett Field, San Rafael, Sonoma Skypark, and Sonoma Valley) that are all located approximately 8 miles or more from the project site. The project is outside of safety and land use compatibility zones associated with these airports. No impact would occur.

NO IMPACT

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not impair implementation of or physically interfere with implementation of Napa County's Emergency Plan (2008), which outlines the County's response to emergencies, such as earthquakes, floods, fires, and human caused hazards, such as terrorism. The project site is on an industrial subdivision cul-de-sac, and the project would not involve changes to or closure of any streets or access/evacuation routes. As discussed below in Section 16, traffic impacts would be less than significant and not expected to impede emergency evacuation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

While Napa County has an overall high potential for wildland fires due to the weather patterns and local topography characteristics, the project site is located in an area identified as "Non-Very High Fire Hazard" (low risk) for fire severity (Wildland Fire Background Report 2014). The project site is also less than a mile away from Napa County Fire Department Station 27. No residences are proposed and the site is not at an urban/wildlands interface area. For all these reasons, implementation of the proposed project would not subject people or property to substantial risks due to wildfire, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hydrology and Water Quality

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a	Violate any water quality standards or waste discharge requirements?	□	■	□	□
b	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	□	□	■	□
c	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	□	■	□	□
d	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	□	■	□	□
e	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	□	■	□	□
f	Otherwise substantially degrade water quality?	□	■	□	□
g	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	□	□	■	□
h	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	□	□	■	□

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	□	□	■	□
j	Inundation by seiche, tsunami, or mudflow?	□	□	□	■

a. Would the project violate any water quality standards or waste discharge requirements?

The project could potentially generate sources of polluted runoff during precipitation events. The proposed bus maintenance facility would comprise two new buildings and a parking lot to accommodate fleet and employee vehicles. The parking lot, which may hold particulate matter, residual hydrocarbons, persistent organic pollutants, and other substances transported to the facility via bus exteriors or tires, can contaminate water that moves across its impervious surface and generate polluted runoff. The project would be required to comply with all applicable federal, state, and local water quality standards and waste discharge requirements. Because construction of the proposed project would disturb more than one acre, the project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2012-0006-DWQ (Construction General Permit). The Construction General Permit requires development of a construction stormwater pollution prevention plan (SWPPP) and implementation of BMPs to prevent polluted runoff from leaving the construction site. In addition, the project would be required to obtain a NPDES Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ (Industrial General Permit) from the State Water Resources Control Board. The Industrial General Permit requires facility operators to eliminate unauthorized non-stormwater discharges, develop and implement an operational stormwater pollution prevention plan (SWPPP), and perform monitoring of stormwater discharges and authorized non-stormwater discharges. Finally, development of a Stormwater Runoff Management Plan (SRMP) would be required to comply with Napa County's post-construction runoff management requirements. The SRMP would contain site design and source control BMPs to maximize infiltration, minimize runoff, and prevent contaminated stormwater from leaving the site.

The Napa Sanitation District (NSD), which will provide wastewater and non-potable water services to the project, also requires industrial users to obtain a wastewater discharge permit to protect treatment plant functioning and local water quality. In some cases, permit holders are required to implement BMPs and be regularly inspected by NSD staff. The bus maintenance facility would produce waste water from toilets, sinks, and the bus wash facility. All of these indoor water appliances would be contained indoors within the two structures and all waste water would be directed into the sewer line for treatment at the NSD. Waste water would undergo primary and secondary treatment before being discharged into the Napa River or sold as grey water (recycled water) for irrigation purposes.

The project site is directly adjacent to Sheehy Creek. The project includes a bus washing facility which would have the potential to create runoff that would contain chemicals and could drain into the Creek. The project includes biofiltration systems such as bioswales to ensure that polluted runoff does not drain into the creek. However, the runoff would drain into bioswales and then infiltrate into the soil or continue as surface flow into Sheehy Creek. This could potentially result in contaminants being introduced into the groundwater or the creek. Impacts would be potentially significant unless mitigation is incorporated.

Mitigation Measures

HYD-1 Bus Maintenance Facility Runoff Prevention. The washing facility and the maintenance facility shall be designed such that all wastewater and vehicle fluids are fully contained and isolated within the structure and are prevented from coming in contact with stormwater runoff or underlying soils. All wastewater shall be directed to the sanitary sewer system. A Discharge Permit shall be obtained from the Napa Sanitation District prior to the discharge of any wastewater and Best Management Practices and/or a pretreatment program shall be implemented as necessary to meet the requirements of the Discharge Permit.

HYD-2 Design-level Drainage Analysis and Minimization of Runoff. The applicant shall conduct a design-level drainage analysis prior to commencement of construction activities that shall identify existing drainage patterns across the project site and existing off-site stormwater discharge locations. The drainage analysis shall quantify, to the extent feasible, the existing and predicted post-construction peak runoff rates and amounts both on-site and off-site immediately downgradient of the project site. The drainage analysis shall identify any changes to the location of down-gradient discharge of stormwater runoff and any potential impacts on off-site property that would result from those changes. Stormwater control measures shall be developed to maximize on-site infiltration of stormwater and minimize off-site stormwater discharge. These stormwater control measures shall be designed to achieve conformance with NPDES and Napa County stormwater requirements such that post-development, off-site peak flow drainage from the project site would not be greater than pre-development peak flow drainage and that contaminated runoff would not enter Sheehy Creek. Stormwater quality shall be maintained such that post-development stormwater pollutant concentrations do not exceed pre-development pollutant concentrations. The maintenance of stormwater quality shall be achieved through source control, site design, treatment control, or a combination of methodologies. Source control may include frequent sweeping of parking areas, frequent maintenance of vehicles such that parked vehicles do not leak engine oil or other fluids, rapid clean-up of any vehicle fluid leaks or spills, and isolation of maintenance areas from stormwater flows. Site design may include measures to maximize infiltration and minimize runoff, as described below. Treatment control may include bio-filtration, sand filters, constructed wetlands, oil/water separation vaults, or other treatment methods necessary to maintain pre-development stormwater quality. The stormwater control measures may include, as necessary, above-ground retention and/or detention basins, stormwater collection tanks, subsurface infiltration devices such as cisterns with permeable bottoms or perforated pipes, permeable pavement, and vegetated swales. The stormwater control measures required by this mitigation may be used, in whole or in part, to satisfy the erosion and runoff control standards of the NPDES-required SWPPP and the Napa County-required Stormwater Runoff Management Plan. NVTA shall comply with the recommendations of the drainage analysis prior to commencement of construction activities.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The project site is currently vacant. The project would introduce impervious surfaces to the site, including rooftops and paved parking areas. These impervious areas would reduce the infiltration capacity of the project site, which could adversely affect groundwater recharge. Also, the Napa-Sonoma Valley Groundwater Basin that underlies the project site contains a substantial amount of open space that allows stormwater runoff to infiltrate into the groundwater basin. In the context of the whole groundwater basin,

the amount of impervious surface that would be introduced by construction and operation of the proposed project would be small and would not substantially interfere with groundwater recharge.

The project would not use groundwater for its water supply. The proposed project would receive potable water from the City of American Canyon Water Department, which imports its entire non-recycled water supply from outside of the City, via the State Water Aqueduct. Most of the imported water comes from State Water Project (SWP) supplies diverted from the Sacramento-San Joaquin Delta and the City of Vallejo, which receives its water from a variety of sources. All development projects are required to submit a Will-Serve Application to the Public Works Department regarding their anticipated water demand and sewer generation rate. The proposed project does not include installation of new groundwater wells, or use of groundwater from existing wells. Therefore, development under the proposed project would not result in a net deficit in aquifer volume or a lowering of the groundwater table. The project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies. Impacts related to groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?

d. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite?

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f. Would the project otherwise substantially degrade water quality?

The proposed project would not generate volumes of runoff water that would exceed the capacity of stormwater drainage systems available. Most of the water generated onsite, such as from the bus wash facility, would be recaptured and diverted into the NSD sewer system as required by mitigation measure HYD-1 above.

Currently, there is a storm drain located in the southwest end of Sheehy Court, which drains directly into Sheehy Creek. The proposed project would be designed to divert stormwater flowing from the parking lot away from the storm drain and into a biofiltration and stormwater rentention system as required by mitigation measure HYD-2 where the pollutants can be filtered out and the water could be retained in the soil to irrigate the landscape and or recharge ground water. With incorporation of Mitigation Measure HYD-2, this impact would be less than significant. Potential impacts to water quality are discussed above and no additional impacts related to the degradation of water quality would occur.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?

h. Would the project be placed in a 100-year flood hazard area structures that would impede or redirect flood flows?

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding including that occurs as a result of the failure of a levee or dam?

The project does not include any housing. The proposed project is located in an area of minimal flood hazard (Zone X), as identified using the online FEMA Flood Map Service Center. Because the project does not include housing and is located outside of a 100-year flood hazard area, it would not expose any

people, housing, or structures flooding associated with a 100-year storm, nor would the project impede or redirect flood flows associated with a 100-year storm. The proposed project would not be subject to flooding from failure of a dam or levee. The Napa County General Plan Safety Element provides a map of dam and levee inundation areas, and the proposed project site is not located within an identified inundation area. The nearest inundation area is associated with Milliken Dam and is located approximately 0.5 mile west of the proposed project site. Overall, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

j. Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is not located near large bodies of water and therefore is not at risk of inundation by sieche. The project site is not located within a tsunami inundation area as shown on the California Emergency Management Agency's Tsunami Inundation Map, and therefore would not be subject to inundation by tsunami (CalEMA, 2009). Lastly, due to the generally flat topography of the project site and adjacent areas, the project site would not be subject to inundation by mudflow. Please see Section 6, *Geology and Soils* where the risk of erosion, liquefaction and landslides are discussed in detail. No impact would occur.

NO IMPACT

This page left intentionally blank.

10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Physically divide an established community?	□	□	□	■
b Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	□	■
c Conflict with any applicable habitat conservation plan or natural community conservation plan?	□	□	□	■

a. Would the project physically divide an established community?

The project site is located on existing parcels in an industrial subdivision. Implementation of the proposed project would continue the existing industrial development pattern in the area, and would not cut off connected neighborhoods or land uses from each other. No new roads, linear infrastructure or other development features are proposed that would divide an established community or limit movement, travel or social interaction between established land uses. The project will not physically divide an established community; therefore, no impact would occur.

NO IMPACT

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is designated Industrial in the Napa County General Plan. The site is also within the Napa Valley Business Park Specific Plan (1986, amended through 2013), where it is designated as Business/Industrial Park. As described in the Specific Plan, the Business/Industrial Park designation is intended "to accommodate light industrial uses such as research and development, light manufacturing, light assembly, warehousing and distribution, large administrative headquarters, and other professional and administrative uses." The proposed bus maintenance facility is compatible with this overall description, providing for bus storage and maintenance and administrative offices. Therefore, no impact would occur.

NO IMPACT

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site is not within a habitat conservation plan or natural community conservation plan area. Therefore, no impact would occur.

NO IMPACT

11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	□	□	□	■
b Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	□	□	□	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The project site does not contain or lie immediately adjacent to a known mineral resource that would be of value to the region or the state. According to the USGS Mineral Resources On-Line Spatial Data map, the nearest site holding a mineral resource of importance is the Napa Quarry, which is located more than three miles north of the project site. This mine is the primary source of aggregate resources in Napa County. As the project would not result in the loss of availability of a known mineral resource of value, no impact would occur.

NO IMPACT

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

As mentioned above under Item a., Napa Quarry is the only important mineral resource recovery site in the vicinity delineated in a local general plan or other land use plan. As the project would not impact Napa Quarry, which is over three miles north of the site, no impact would occur.

NO IMPACT

This page left intentionally blank.

12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	■	☐
f For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Noise Fundamentals

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Ambient noise levels usually change continuously during the day. The equivalent sound level (Leq) is normally used to describe ambient noise. The Leq is the equivalent steady-state A-weighted sound level that would contain the same acoustical energy as the time-varying A-weighted sound level during the same time interval. For intermittent noise sources, the maximum noise level (Lmax) is normally used to represent the maximum noise level measured.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dBA to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dBA penalty for noise occurring during the evening (7:00 PM to 10:00 PM). Noise levels described by Ldn and CNEL usually do not differ by more than 1 dB.

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by about 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB. In general, a 3 dBA change in community noise levels is noticeable, while 1 to 2 dBA changes generally are not perceived.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single point source radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance from the source. Sound from a source traveling in a line (e.g., a motor vehicle) attenuates at a rate of 3 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction.

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, churches and certain types of recreational uses. Due to the industrial nature of the surrounding land uses, there are no sensitive receptors immediately adjacent to the Project site. The nearest receptors are Spring Hill Suites Napa Valley, located 0.3 miles (1,795 feet) southeast of the site and homes located 0.5 miles (2,500 feet) to the northeast. The homes located 0.5 miles to the northeast are approximately 160 feet from the centerline of SR 12/29. The Spring Hill Suites Napa Valley is approximately 300 feet from the centerline of SR 12/29.

Regulatory Setting

Noise from public transit buses is regulated by the State of California through enforcement of noise standards contained in the Motor Vehicle Code. The standard for buses over 10,000 pounds (gross vehicle weight) is 80 dBA at a distance of 50 feet from the centerline of the road (CVC, Article 2.5, Chapter 5, Division 12). Vehicle registration with the State Department of Motor Vehicles is the means through which the noise standard is enforced. However, recent research has shown that conventional bus noise levels may actually be incrementally lower, with measured pass-by sound levels of between 76 and 77 dBA at a distance of 50 feet (Rossa and Staiano, 2007).

Napa County's General Plan (2009) includes goals and policies related to noise. This document establishes noise compatibility guidelines (Table 10) for different land uses. Industrial uses are completely compatible in areas with ambient noise levels less than 70 dBA Ldn and tentatively compatible in areas with ambient noise levels between 70 and 80 dBA Ldn. Commercial, industrial and warehousing land uses such as the proposed project and adjacent uses need only conform to applicable state and federal workplace safety standards for interior noise levels (Cal/OSHA Title 8 regulations).

Table 10 Napa County Noise Compatibility Guidelines (expressed as a 24-hour day-night average, i.e., Ldn)

	Noise Compatibility Guidelines (Ldn, dBA)			
Land Use Category	**Completely Compatible**	**Tentatively Compatible**	**Normally Incompatible**	**Completely Incompatible**
Residential	<55	55-60	60-75	>75
Commercial	<65	65-75	75-80	>80
Industrial	<70	70-80	80-85	>85

*Subject to provisions of Policy CC-39

Source: Napa County General Plan, 2009

The Napa County Municipal Code (NCMC) also regulates noise, primarily through the Noise Ordinance, which comprises Chapter 8.16 of the Code, under Title 8, Health and Safety. The NCMC sets forth the maximum exterior noise levels for specific land uses (Table 11), which cannot be exceeded at receiving land uses by more than 30 minutes in any hour. For industrial zones, the exterior noise level standard is 75 dBA Ldn. The Noise Ordinance sets additional restrictions and noise limits for construction and demolition activities. Operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between the hours of 7 p.m. and 7 a.m. and construction activities must restrict noise levels at affected properties to the noise limits given in Table 12, when technically and economically feasible.

Table 11 Napa County Municipal Code Exterior Noise Level Standards

		Noise Level (dBA)[1]		
Zone	**Time**	**Rural**	**Suburban**	**Urban**
Single-Family Homes and Duplexes	7 AM to 10 PM 10 PM to 7 AM	50 45	45 55	60 50
Multi-Residential Zones (3 or more units per building)	7 AM to 10 PM 10 PM to 7 AM	50 45	55 50	60 55
Office and Retail	7 AM to 10 PM 10 PM to 7 AM		65 60	
Industrial and Wineries	Anytime		75	

1 Levels not to be exceeded more than 30 minutes in any hour

Source: Napa County Municipal Code

Table 12 Napa County Municipal Code Construction Activity Noise Limits

	Noise Limits (dBA) by Land Use Category		
Hours	**Residential**	**Commercial**	**Industrial**
7 a.m. to 7 p.m.	75	80	85
7 p.m. to 7 a.m.	60	65	70

Source: Napa County Municipal Code

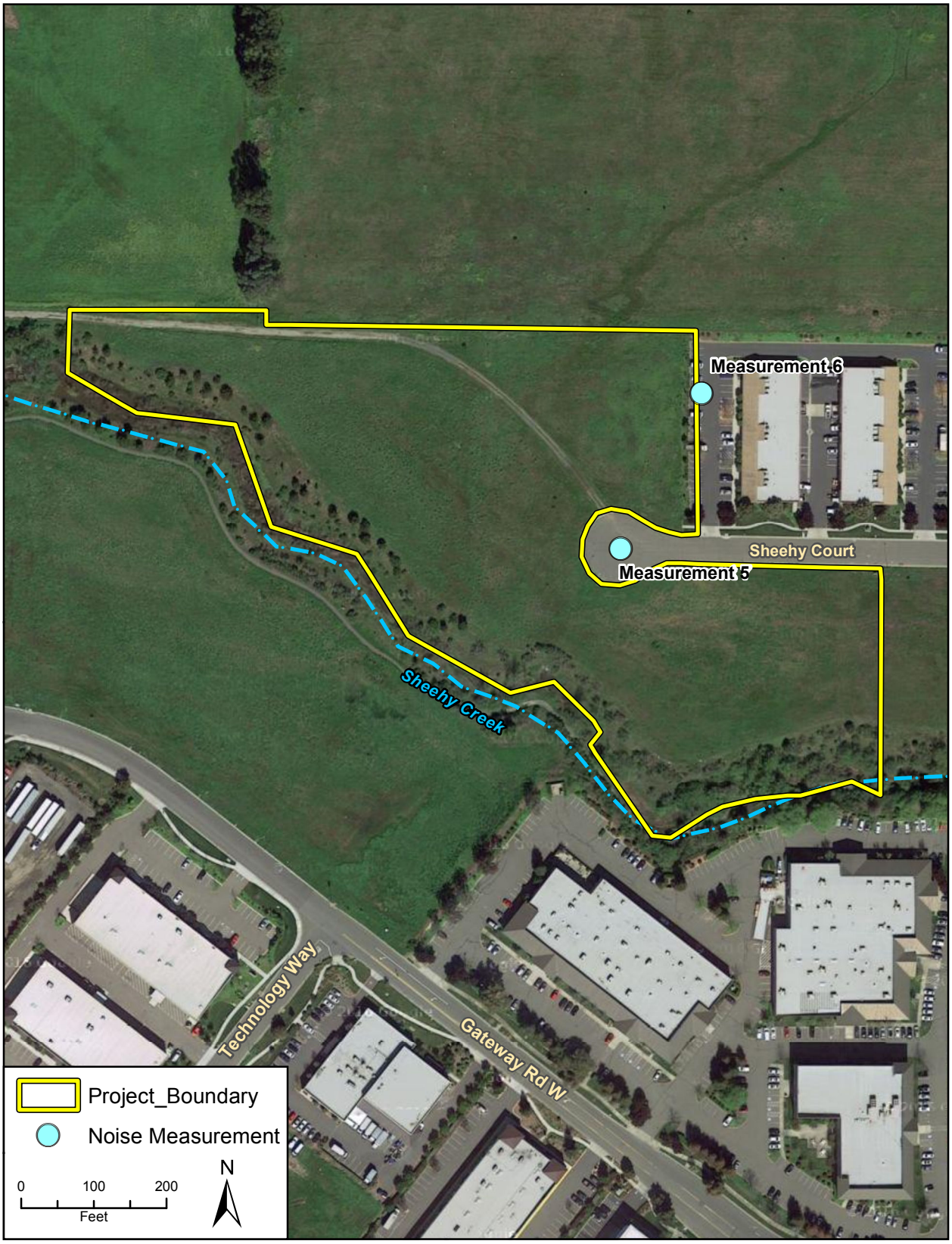
Existing Noise Setting

To estimate Project operational noise levels and existing ambient noise levels in the vicinity of the site, Rincon took four 15-minute noise measurements at an existing bus facility (Measurements 1 through 4 in Table 13) and two 15-minute noise measurements at the Project site (Measurements 5 and 6 in Table 13) between 1:45 p.m. and 6:45 p.m. on August 12, 2016. An ANSI Type II integrating sound level meter was used to take the measurements (see Appendix C for noise measurement data). Noise measurements were taken during peak operational hours at each site. At the existing facility, peak operational hours currently occur from 7:00 to 8:00 a.m. and 5:00 to 7:00 p.m. At the proposed facility, peak operational hours would occur from 6:00 to 7:00 am and 7:00 to 8:00 p.m. Figure 7 shows the locations of the noise measurements taken at the existing NVTA bus maintenance facility and Figure 8 shows the locations of the noise measurement taken at the proposed project site. The results of the noise measurements are shown in Table 13.

As shown in Table 13, noise measurements on the project site indicate the site is currently exposed to ambient noise levels of 47 to 51 dBA Leq. Ambient noise levels at an existing bus facility range from 59 to 70 dBA Leq, depending on the activities occurring on the site. The existing bus facility currently accommodates office uses, as well as 80 bus spaces and a maintenance facility with a bus wash. The maintenance facility is enclosed, but during operation stall doors are rolled up. Similar to the existing facility, the proposed facility would include an enclosed maintenance facility with stall doors that roll up during operation, and parking to accommodate up to 93 buses. As is the case with the existing facility, buses would access the parking spaces 24 hours per day. Although the proposed project would accommodate 13 more buses than the existing facility, over the course of 24 hours less than one additional bus per hour would access the parking area in comparison to operations at the existing facility. In comparison to the noise measured at the existing facility, thirteen additional buses accessing the proposed facility would result in a negligible increase in operational noise. Therefore, noise measured at the existing facility is reflective of the operational noise levels that would be expected at the proposed project.

Imagery provided by Google and its licensors © 2016.

Figure 7 Existing NVTA Bus Maintenance Facility Noise Measurements



Imagery provided by GoogleI and its licensors © 2016.

Figure 8 Project Site Noise Measurement Location

Table 13 Noise Monitoring Results

Measurement Number	Measurement Location	Primary Noise Source	Sample Time	Leq [15] (dBA)
1	Existing Bus Facility (720 Jackson St., Napa, 94559)- southeast corner of the lot; 50 feet from maintenance facility, adjacent to parking bays and lot ingress	Idling engines at bus facility	1:45 to 2:00 p.m.	59
2	Existing Bus Facility- northwest corner, between bus wash and office; 45 feet from bus wash, 125 feet from maintenance facility; adjacent to bus parking bays	Bus wash, idling engines, buses pulling in and parking 20 feet away, buses entering and exiting, dispatcher megaphone	6:13 to 6:28 p.m.	64
3	Existing Bus Facility- northwest corner, between bus wash and office; 45 feet from bus wash, 125 feet from maintenance facility; adjacent to bus parking bays (same location as Measurement Number 2)	Buses backing up 10 feet away, idling, buses parking, train horn	6:30 to 6:45 p.m.	70
4	Existing Bus Facility- northwest corner, between bus wash and office; 45 feet from bus wash, 125 feet from maintenance facility; adjacent to bus parking bays (same location as Measurement Number 2)	Idling engine, bus wash; also had secondary noises from construction truck beeping at adjacent site	2:03 to 2:18 p.m.	67
5	Project site adjacent-Sheehy Ct. cul-de-sac (adjacent to Project site)	Cars, fabric flapping	3:24 to 3:39 p.m.	47
6	Project site adjacent-Northeast corner of parking lot directly east of Project site	Cars, delivery trucks, wind	3:45 to 3:58 p.m.	51

Source: Field visit using ANSI Type II Integrating sound level meter, August 12, 2016

Appendix D provides noise monitoring data sheets and monitoring locations.

c. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

d. Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

e. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Compliance with each set of standards is discussed below.

Land Use Noise Guidelines: The project site and surrounding areas are zoned as Industrial Park: Airport Compatible and the project is considered an industrial use. The noise compatibility guidelines provided in the Napa County General Plan indicate that noise levels below 70 dBA are "completely compatible" for industrial land uses, while noise levels between 70 and 80 dBA are "tentatively compatible" (Table 10). As shown in Table 13, noise measurements indicate the project site is exposed to ambient noise levels of between 47 to 51 dBA Leq. Ambient noise levels at an existing bus facility range from 59 to 70 dBA Leq, depending on the activities occurring on the site. Therefore, operational noise associated with implementation of the project would be "completely compatible" with industrial land use noise guidelines.

Exterior Noise Standards:

Facility Operational Noise. Noise associated with operation of the proposed Project would increase ambient noise levels on site. Currently, the Project site is undeveloped open space with tracts of open space to the north, west, and south, so there are no operational noises and a low ambient noise level of 47 dBA. The main noises currently audible in the vicinity of the Project site are generated by roadway traffic and delivery vehicles. The Project would generate operational noises from idling bus engines, buses backing up, buses getting washed and repaired, bus and employee vehicle traffic, conversations, and noise typical of parking lots, such as alarms, doors slamming, and tires squealing. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling, which are typical of adjacent land uses.

In accordance with the NCMC, noise generated by the Project cannot exceed 75 dBA for more than 30 minutes in a given hour at the receiving land uses, which are zoned as industrial uses (Table 11The Napa County Municipal Code (NCMC) also regulates noise, primarily through the Noise Ordinance, which comprises Chapter 8.16 of the Code, under Title 8, Health and Safety. The NCMC sets forth the maximum exterior noise levels for specific land uses (Table 11), which cannot be exceeded at receiving land uses by more than 30 minutes in any hour. For industrial zones, the exterior noise level standard is 75 dBA Ldn. The Noise Ordinance sets additional restrictions and noise limits for construction and demolition activities. Operation of equipment used in construction, drilling, repair, alteration or demolition work is prohibited between the hours of 7 p.m. and 7 a.m. and construction activities must restrict noise levels at affected properties to the noise limits given in Table 12, when technically and economically feasible.

Noise from the proposed bus facility would range from 59 to 70 dBA Leq based on measurements taken at the existing bus facility during peak operational hours. As described under "Existing Noise Setting," noise measured at the existing facility is reflective of the operational noise levels that would be expected from the proposed Project, despite the facility's increased parking space capacity (13 additional bus parking spaces). Consequently, the Project would not exceed exterior noise level standards (75 dBA) at adjacent industrial uses. It should be noted that the proposed wall of up to eight feet in height along the site's eastern border with the adjacent existing industrial development would further reduce noise at that property.

While there are no sensitive receptors immediately adjacent to the Project site, there is a hotel, Spring Hill Suites Napa Valley, located 0.3 mile (1,795 feet) southeast of the site and homes located 0.5 mile (2,500 feet) to the northeast. Accounting for the attenuating effects of distance, noise generated by the bus facility is estimated to reach a maximum of 38 dBA Leq at the hotel and 35 dBA Leq at the hotel property boundary. These levels are well below the lowest day or nighttime limits set for sensitive receptors (45 dBA).

To the south of the project site, along the south of Sheehy Creek, there is a private walking trail that was developed by the property owner and permitted by the California Department of Fish & Wildlife. The trail is approximately 290 feet from the location of the proposed maintenance facility at its closest point. The NCMC does not include exterior noise standards for trail uses; however, for information purposes, noise levels generated by the Project at the walking trail would be approximately 54 dBA Leq during peak operational hours.

Roadway Noise: For traffic-related noise, impacts are considered significant if project-generated traffic results in exposure of sensitive receptors to an unacceptable increase in noise levels. As discussed in "Noise Fundamentals," a 3 dBA change in community noise levels is noticeable, while 1 to 2 dBA changes generally are not perceived. Therefore, if the project would increase roadway noise levels by more than 3 dBA than it would expose receptors to an unacceptable increase in noise levels.

The nearest receptors are Spring Hill Suites Napa Valley, located 0.3 mile (1,795 feet) southeast of the site, residences located 0.5 mile (2,500 feet) to the northeast, and residences located over 0.75 miles north of the site (4,000 feet). The project would generate trips on SR 12 /29 and Devlin Road, to which the receptors have an unbroken line of sight. The residences located 0.5 mile to the northeast are approximately 160 feet from the centerline of SR 12/29 and the hotel is approximately 300 feet from the centerline. Residences located 0.75 miles north of the project site are at least 30 feet from the centerline of Devlin Road. SR 12/29 experiences 27,500 and 43,500 average annual daily trips in the area, respectively, including 2,500 and 3,550 peak hour trips (Caltrans 2014).The Traffic Impact Study prepared for the project by DKS Associates (2016) indicates that existing peak hour traffic on Devlin Road is 630 AM trips and 1,366 PM trips. The Project is expected to generate an additional 345 daily trips on SR 12/29, including 41 net-new AM peak hour trips and 32 net-new PM peak hour trips, which at most would increase SR 12 and SR 29 peak hour trips by less than 3%. The project is expected to generate at most 18 trips on Devlin Road during the AM peak hour and 16 trips during the PM peak hour, which at most would increase Devlin Road peak hour trips by less than 3% (DKS 2016). As discussed in "Noise Fundamentals" above, a doubling of a noise source is required to increase noise levels by 3 dBA. Therefore, since the project would increase existing traffic volumes by less than 3%, it would not result in a 3 dBA increase in roadway noise at either receptor location. Thus, project-generated traffic is not expected to contribute significantly to exposure of sensitive receptors to additional traffic noise.

Construction Activity Noise Limits: The proposed project would involve short-term noise impacts due to the construction of a bus maintenance facility, paved parking lot, and office space. Normally, construction activities are carried out in stages and each stage has its own characteristics based on the mix of equipment in use. The construction schedule and phase assumptions are available for reference in Appendix A, *CalEEMod Results*. Project construction would be required to comply with the NCMC, which prohibits construction between the hours of 7 p.m. and 7 a.m.

The nearest industrial buildings are approximately 75 feet from the project site boundary, the nearest commercial uses are at least 300 feet to the south of the project site, and the nearest residences are approximately 2,500 feet to the northeast. Table 14 includes typical maximum noise levels (Lmax) generated by construction equipment at a reference distance of 50, 75, 300, and 2,500 feet. As shown in Table 12, the NCMC restricts daytime construction to the noise limits to 75 dBA for residential uses, 80 dBA for commercial uses, and 85 dBA for industrial uses. Construction noise levels shown in Table 14

would not exceed noise limits at the nearest commercial uses (300 feet) or residential uses (2,500 feet). At the nearest industrial use (75 feet), maximum construction noise from typical equipment would not exceed the 85 dBA noise limit, except for the use of a paver, which would generate an Lmax of 86 dBA when the paver is immediately adjacent to the eastern project site boundary.

Table 14 Typical Noise Levels Generated by Construction Equipment

Equipment	Typical Lmax (dBA) 50 feet from the Source	Typical Lmax (dBA) 75 feet from the Source	Typical Lmax (dBA) 300 feet from the Source	Typical Lmax (dBA) 2,500 feet from the Source
Air Compressor	81	78	65	47
Backhoe	80	77	64	46
Compactor (ground)	83	80	67	49
Concrete Mixer	85	82	69	51
Dump Truck	76	73	60	42
Excavator	81	78	65	47
Flat Bed Truck	74	71	58	40
Front End Loader	79	76	63	45
Generator	81	78	65	47
Paver	89	86	73	55
Pickup Truck	75	72	59	41
Pneumatic Tools	85	82	69	51
Roller	80	77	64	46
Saw	70	67	54	36
Warning Horn	83	80	67	49
Welder/Torch	74	71	58	40

Source: FTA 2006

Impacts would be potentially significant unless mitigation is incorporated.

Mitigation Measures

N-1 Temporary Noise Barrier. A temporary noise barrier on the eastern boundary of the project site (adjacent to the nearest industrial use) would be required to reduce construction noise impacts. The barrier must be long and tall enough (we recommend a standard minimum height of 8 feet) to completely block the line-of-sight between the noise source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier.

According to the U.S. Department of Transportation Federal Highway Administration's *Noise Barrier Design Handbook*, installation of a temporary barrier as required by Mitigation Measure N-1 would be able to achieve at least a 5 dBA reduction in off-site noise. With implementation of Mitigation Measure N-1, the project would comply with the construction activity noise limit standards and would not result in a substantial temporary increase in ambient noise levels in surrounding land uses above levels existing without the project.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

f. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Vibrating objects in contact with the ground radiate energy through that medium; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured in vibration decibels (VdB). Table 15 shows typical peak vibration levels associated with various types of heavy construction equipment (FRA, 2012). Peak vibration levels associated with the use of individual pieces of heavy equipment can range from about 52 to 87 VdB at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA, 2006).

Table 15 Typical Vibration Levels for Construction Equipment

	Approximate VdB			
Equipment	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**
Pile Driver (vibratory)	93	87	83	81
Large Bulldozer	87	81	77	75
Caisson Drilling	87	81	77	75
Loaded Truck	86	80	76	74
Jackhammer	79	73	69	67
Small Bulldozer	58	52	48	46

Source: Federal Railroad Administration [FRA], 2012
The vibration levels at 50, 75, and 100 feet were calculated based on FRA referenced levels at 25 feet using FRA procedure.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the Federal Transit Administration (FTA) assessed human response to different levels of groundborne vibration and determined that vibrations of 85 VdB or higher are acceptable only if there are an infrequent number of events per day.

The project would involve standard construction activities that are anticipated to result in some vibration that could be felt on properties in the immediate vicinity of the project site. As shown in Table 15, vibration levels due to construction activities could reach as high as about 87 VdB within 50 feet of the project site. However, as discussed, the sensitive receptors closest to the project site are the residences located 0.5 mile (approximately 2,640 feet) northeast of the project site, near North Kelly Road. Based on the distance to the nearest sensitive receptors, vibration from construction activities would be well below the thresholds. In addition, noise and vibration from haul trucks and buses would be intermittent and limited to daytime hours. According to the Federal Transit Administration technical study, *Federal Transit Administration: Transit Noise and Vibration Impacts Assessments*, typical road traffic-induced vibration levels are unlikely to be perceptible by people (FTA, 2006). Specifically, the FTA study reports that "[i]t is

unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." In addition, as mentioned the sensitive receptor closest to the project site is approximately 2,640 feet away and vibration would not exceed 100 VbD, which is the threshold for buildings. Furthermore, there are no fragile buildings in proximity to the project site. Therefore, vibrational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Napa County Airport (APC) is located approximately 0.7 mile southwest of the project site. APC occupies 794.4 acres and contains two building areas and three runways that service approximately 122,000 flights annually. Flight training and recreational use account for a significant proportion of total aircraft operations, though business and corporate aircraft are expected to increase. The airport housed 224 aircraft in 2007 (Napa County Airport Master Plan 2007) and primarily serves single-engine and twin-engine general aviation aircraft. According to the Airport Compatibility Land Use Plan (ACLUP), air traffic noise at the project site is at or below 55 dBA CNEL, which is below the County's compatibility guidelines of 75 Ldn for industrial land uses. As previously mentioned, CNEL and Ldn are within 1 dBA of each other. Thus, the project would not expose people working in the project area to excessive noise levels and would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

h. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

There are four private air strips in the region (Angwin-Parrett Field, San Rafael, Sonoma Skypark, and Sonoma Valley) that are all located approximately 8 miles or more from the project site. Consequently, there are no private airstrips in the vicinity of the project site that would expose people working at the project area to excessive noise. There would be no impact in this regard.

NO IMPACT

13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would not directly induce population growth in Napa County because no new housing or jobs are proposed. The existing NVTA employees would relocate from the existing bus maintenance facility to the new facility. Project construction is expected to draw primarily from a local work force and would not require additional housing to accommodate construction workers or their families. As such, the facility would not induce substantial population growth and no impact would occur.

NO IMPACT

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Construction and operation of the proposed project would not displace any existing housing or people. The project site is vacant and zoned for Industrial/Business Park development. Therefore, no impact would occur.

NO IMPACT

This page left intentionally blank.

14 Public Service

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	□	□	■	□
2 Police protection?	□	□	■	□
3 Schools?	□	□	□	■
4 Parks?	□	□	■	□
5 Other public facilities?	□	□	■	□

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

As previously discussed, primary fire protection services would be provided by the nearest fire station which is Napa County Fire Department, Station No. 27, located less than one mile south of the site, and the American Canyon Fire Protection District Station 11, located 4.5 miles south of the project site. The Cal Fire, Napa County Fire Marshal office has developed safety guidelines for commercial facilities, and project plans would be reviewed and approved by the Napa County Fire Department to ensure that emergency access meets safety standards. Finally, the proposed project would be a new facility for an existing use that would be discontinued at NVTA's current maintenance site, so that the project would not represent a new use countywide. Therefore the project would cause only an incremental increase in fire service needs in the area and would not require a physical expansion of current fire protection facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered Police facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Law enforcement services would be provided by the Napa County Sheriff's Office, located less than one mile south of the project site. Additional back up law enforcement services could be drawn from the City of Napa Police Department located six miles north of the site, or the American Canyon Police Department, located less than five miles south of the site. The project would not include new population growth and would cause only an incremental increase in police service needs in the area, and thus would not require a physical expansion of current police facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

The proposed project would not require the construction of new or additional school facilities, as the project does not include and would not facilitate population growth or otherwise increase the demand for school service. Accordingly, no impact would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

The construction of the proposed facility would not require the construction or physical alteration of parks. The proposed project is a bus maintenance facility and would not generate new housing that would increase the number of residents in the area, and consequently, increase demand for parks or increase use of existing parks. The proposed project would not require alteration of existing recreational facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered [other] governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

The proposed project would not directly generate substantial population growth and therefore would not result in the need for new public facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	□	■
b Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	□	□	□	■

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project does not include new housing and would not generate substantial population growth and therefore would not result in increased demand for parks or recreational services. The project does not include recreational facilities. Accordingly, no impact would occur.

NO IMPACT

This page left intentionally blank.

16 Transportation/Traffic

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	☐	☐	■	☐
b Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	☐	☐	■	☐
c Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
e Result in inadequate emergency access?	☐	☐	■	☐
f Conflict with General Plan Policy CIR-23, which requires new uses to meet their anticipated parking demand, but to avoid providing excess parking which could stimulate unnecessary vehicle trips or activity exceeding the site's capacity?	☐	☐	■	☐
g Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	■	☐

In addition to the CEQA thresholds, a set of guidelines was developed for projects located in unincorporated Napa County, as outlined in the traffic impact study (TIS) prepared by DKS in September

2016. According to this set of guidelines, a project would cause a significant impact requiring mitigation if:

- A signalized intersection operates at LOS A, B, C or D during the selected peak hours without project trips, and LOS deteriorates to LOS E or F with the addition of project trips
- A signalized intersection operates at LOS E or F during the selected peak hours without project trips, and the addition of project trips increases the total entering volume by one percent of more
- An unsignalized intersection operates at LOS A, B, C or D during the selected peak hours without project trips, and LOS deteriorates to LOS E or F with the addition of project traffic; the peak hour traffic signal warrant criteria should also be evaluated and presented for informational purposes
- An unsignalized intersection operates at LOS E or F during the selected peak hours without project trips, and the project contributes one percent or more of the total entering traffic for all-way stop-controlled intersections, or ten percent or more of the traffic on a side-street approach for side-street stop-controlled intersections the peak hour traffic signal warrant criteria should also be evaluated and presented for informational purposes
- For horizon year analysis at signalized and unsignalized intersections, the projects contribution to a significant cumulative impact would be considerable if it is equal to or greater than five percent

The following analysis is based on the TIS completed for the project. The complete study is contained in Appendix E. The project would generate 345 total daily trips, including 41 net-new AM peak hour trips (16 inbound and 25 outbound) and 32 net-new PM peak hour trips (9 inbound and 23 outbound).

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?

In the vicinity of the project site, there are six study intersections of interest: Devlin Road and Sheehy Court; Devlin Road and Airport Boulevard; Lincoln Highway and Airport Boulevard; Devlin Road and Soscol Ferry Road; State Route (SR) 12/29 and SR 221; and SR 221 and Napa Valley Corporate Way. DKS conducted one-hour intersection turning movement counts of motor vehicle trips at the six study intersection locations on Tuesday, June 7, 2016 during the AM and PM peak hours, when peak traffic volumes typically occur. This consisted of counting each vehicle at each study intersection location by turning movement.

These intersections were evaluated for the following scenarios: Existing, Background, Project, Cumulative and Cumulative plus Project Conditions. For the purpose of this study, Background Conditions include the traffic expected to be generated by nearby approved projects prior to the completion of the project.

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012) does not have a standardized rate for bus maintenance facilities. Therefore, a site-specific trip generation estimate was prepared for the project to estimate trip generation, as outlined in the TIS. Based on the project-specific trip rate calculated for the project, the project would generate a total of 345 daily trips, including 41 gross AM peak hour trips (2 additional inbound, 3 additional outbound) and 32 gross PM peak hour trips (1 additional inbound, 2 additional outbound). See Table 16 for a complete trip generation summary.

Table 16 Project Trip Generation

Description	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Estimated Number of Passenger Car Trips at Existing Facility	134	14	2	16	4	11	15
Estimated Number of Bus Trips at Existing Facility	*90*	*0*	*10*	*10*	*2*	*5*	*7*
Number of Bus Trips (as PCE)[1]	180	0	20	20	4	10	14
Total Number of Trips at Existing Facility (number of Passenger Car + bus trips as PCE)	314	14	22	36	8	21	29
Increase for Potential Future Operations (10% of Existing)	31	2	3	5	1	2	3
Total Gross Trips	**345**	**16**	**25**	**41**	**9**	**23**	**32**

Source: Review of work schedules from operators, bus schedules, and interviews with staff, 2016

1. Each bus equals two passenger cars. Passenger Car Equivalents (PCE).

To evaluate traffic conditions as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, intersection level of service (LOS) was evaluated at each of the six study intersections. Heavy vehicle percentages were assumed to be two percent for every turning movement at each intersection and peak hour factors observed during existing conditions (averaged for all movements at each intersection) were assumed to be unchanged for each of the study scenarios. Signal timing plans for signalized intersections were provided by Napa County and California Department of Transportation (Caltrans) staff for use in this analysis. According to the TIS, the intersections of Lincoln Highway and Airport Boulevard (both AM and PM peak hour) and Devlin Road and Soscol Ferry Road (both AM and PM peak hour) would not operate at acceptable levels of service under the Background Conditions. Additionally, the intersection of SR 12/29 and SR 221 would not operate at acceptable levels of service under the PM peak hour Background Conditions and the project would contribute to the issues associated with the additional Devlin Road study intersections. Table 17 shows the complete results of the intersection LOS analysis.

Three of the intersections operate unacceptably under background conditions and the project worsens these delays. However, the project's contribution to the delays at the signalized intersections (Lincoln Highway and Airport Boulevard and SR 12/29 and SR 221) that decrease from LOS E to LOS F is less than the 1 percent threshold. Therefore, as shown in Table 17 none of the study intersections would result in significant impacts based on the CEQA Guidelines or the unincorporated Napa County thresholds discussed above. The project would not conflict with General Plan Policy CIR-16 or the applicable congestion management program, including, but not limited to level of service standards. Therefore, the addition of project-generated traffic onto surrounding study intersections is not anticipated to result in a significant impact.

LESS THAN SIGNIFICANT IMPACT

Table 17 Study Intersection LOS Summary

Int. #	Intersection	Control Type	Peak Hour	Existing Avg Delay	Existing LOS	Background Avg Delay	Background LOS	Project Avg Delay	Project LOS	Cumulative Avg Delay	Cumulative LOS	Cumulative plus Project Avg Delay	Cumulative plus Project LOS
1	Devlin Rd & Sheehy Ct	Unsignalized[1]	AM	12.0	B	14.3	B	13.8	B	15.0	B	14.3	B
			PM	22.6	C	30.5	D	32.9	D	**52.2**	**F**	**63.6**	**F**
2	Devlin Rd & Airport Blvd	Signal	AM	12.6	B	15.1	B	15.2	B	15.0	B	15.2	B
			PM	23.3	C	34.7	C	35.6	D	**68.9**	**E**	**70.4**	**E**
3	Lincoln Hwy & Airport Blvd	Signal	AM	51.9	D	**70.0**	**E**	**70.7**	**E**	**> 80**	**F**	**> 80**	**F**
			PM	43.5	D	**55.9**	**E**	**56.6**	**E**	**> 80**	**F**	**> 80**	**F**
4	Devlin Rd & Soscol Ferry Rd	Unsignalized[1]	AM	**37.5**	**E**	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**
			PM	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**
5	SR 12/29 & SR 221	Signal	AM	44.8	D	50.3	D	51.2	D	**> 80**	**F**	**> 80**	**F**
			PM	**67.8**	**E**	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**	**> 80**	**F**
6	SR 221 & Napa Valley Corporate Way	Signal	AM	13.2	B	13.7	B	13.8	B	46.8	D	47.3	D
			PM	17.9	B	18.7	B	18.7	B	37.7	D	38.0	D

Source: DKS Associates, 2016
Notes: **Bold** = LOS E or worse.
1. Unsignalized Intersections LOS are based on the worst approach.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The project would not result in changes to air traffic control patterns. As previously stated, the proposed site consists of two parcels of land which have been zoned for business or industrial uses and are deemed as airport compatible. The ACLUP considered any potential impacts of land uses on airport and flight safety as well as impacts from the Napa County Airport on the safety of adjacent land uses. Areas designated as airport compatible do not present any safety risks to the airport or associated flights and would not require a change in air traffic patterns due to the designated use. Therefore, there would be no impact in this regard.

NO IMPACT

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project is designed specifically for access by and the on-site circulation, parking, and maintenance of buses of various sizes. As discussed in the TIS, vehicular access to the project site would be provided along four separate driveway locations, each located at different positions around the "ball" formed at the end of the Sheehy Court. There would be one "right-in" entrance only for buses to the parking lot and main building, an "out only" exit from the main building, an "out only" exit for buses from the parking lot, and driveway access for the office building parking lot. Sheehy Court is an approximately 32-foot wide street designed for large truck and passenger vehicle traffic typical of a commercial or industrial subdivision and of ample width and geometry to accommodate the required number and size of buses that would use the facility. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project result in inadequate emergency access?

The project would not change or alter any access roads or otherwise obstruct access to the site or other properties. Proposed new driveways would be designed to accommodate large buses as well as emergency vehicles. The proposed driveways were evaluated for safety and spacing, which included an evaluation and consideration of the surrounding land uses, existing roadway geometry, and available sight distance. The evaluation determined that there were no issues related to vehicular egress or ingress at any of the four access points; therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Conflict with General Plan Policy CIR-23, which requires new uses to meet their anticipated parking demand, but to avoid providing excess parking which could stimulate unnecessary vehicle trips or activity exceeding the site's capacity?

The project would provide parking to accommodate up to 93 Vine Transit fleet vehicles and 75 employees and visitors. As discussed in the traffic impact study, parking would be sufficient to accommodate anticipated demand, but would not substantially exceed such demand. The project site plan would provide adequate parking to support the existing and anticipated future transit operations, and would serve employees who would arrive and depart in separate shifts, which would increase the availability of the proposed parking spaces throughout the day. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

The project would be consistent with and would further local and regional goals to increase transit ridership by providing an improved bus maintenance facility that would also be able to accommodate the anticipated growth in fleet vehicles to provide additional transit services to the public into the future. The project site is accessible by Vine Transit Route 11, which has a stop on Devlin Road approximately one-third of a mile from the project site.

The project would not adversely affect bicycle or pedestrian facilities or conflict with such facilities. The main bicycle facilities in the project vicinity are the Class II bicycle lanes on either side of Devlin Road. Sidewalks are also provided on Devlin Road south of Sheehy Court. Vehicles heading to/from the project site would primarily be traveling during early morning and late evening hours when surrounding bicycle and pedestrian activity is expected to be low. Thus interaction between project-related vehicles and other pedestrians or bicyclists should be infrequent and, with required adherence to intersection controls and speed limits, no safety hazards or movement conflicts are anticipated. Similarly, the project-related traffic is not anticipated to interfere with the public access or use of the existing trail along the Sheehy Creek or the proposed Class I Napa Valley Vine Trail along the east side of Devlin Road.

Community and County efforts to explore other potential alignments of the Napa Valley Vine Trail in the vicinity of the project site are ongoing. The Vine Trail is a trail primarily used by recreational and commute bicyclists, but is also accessible to pedestrians. The proposed project would not preclude potential alternative alignments of the Vine Trail that might be negotiated adjacent to the project site. The NVTA would remain engaged in the planning process should the potential alternative alignments be considered on or adjacent to the project site. However, as the project would not conflict with current, adopted policies for transportation facilities or decrease the performance or safety of any public facilities, there would be no significant impact.

LESS THAN SIGNIFICANT IMPACT

17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	□	□	■	□
b Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
c Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
d Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	□	□	■	□
e Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	□	□	■	□
f Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	□	□	■	□
g Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	■	□

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The San Francisco Bay Regional Water Quality Control Board (RWQCB) in connection with the implementation of the National Pollutant Discharge Elimination System (NPDES) program imposes requirements on the treatment of wastewater and its discharge into local water bodies. Wastewater produced by the project would meet these requirements through treatment by the Soscol Water Recycling Facility (SCRF), which is owned and operated by the Napa Sanitation District (NSD). The NSD provides wastewater collection, treatment, and disposal services to over 80,000 customers in a 23 square mile area that comprises the City of Napa and surrounding unincorporated areas. The SCRF uses full tertiary treatment and a final disinfection process to purify the water, operating 24 hours a day/365 days a year to recycle approximately 612 million gallons of water annually. The District's SWRF has a dry weather capacity of 15.4 million gallons per day (MGD) and treats an average of 10.0 million gallons per day MGD. Therefore, there is currently a surplus capacity of 5.4 MGD. Approximately 270 miles of underground sewer mainlines carry wastewater from homes and businesses in the City and unincorporated areas to SWRF (NSD website, 2016).

Wastewater generation was calculated by taking the existing water use data provided by NVTA and assuming that water use equals 120% of wastewater generation. The non-potable water utilized for irrigation at the new facility would not contribute to wastewater requiring treatment by the Napa Sanitation District; therefore, 51,000 gallons of water (the current monthly average) was used to calculate the projected wastewater, which would be much the same as it is at the existing facility. The proposed project would generate an estimated 42,500 gallons per month of wastewater.

The 42,500 gallons per month of wastewater generated by the proposed project would represent about 0.03% of the SCRF's remaining 5.4 MGD capacity. However, this is a conservative assessment, which assumes that the facility is a brand new use. As mentioned, the facility would not be a brand new facility, but instead would be a relocation of the existing bus maintenance facility. Therefore, even if the facility represented a brand new use, the projected wastewater generation would be within the projected future surplus capacity, and impacts to wastewater treatment systems would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project site is currently undeveloped and covered with a vegetated, permeable surface, but the proposed project would introduce impervious surfaces at the office building and bus maintenance facility, in addition to the associated surface parking and driveways. Nonetheless, the required stormwater control and treatment program (see Mitigation Measure HYD-2) would pre-treat runoff before discharge into the creek running through the site. During storm events, these basins would detain stormwater runoff from the project site, decreasing flow into the existing drainages. Given this measure to reduce stormwater runoff, impacts to storm water conveyance facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Water would be supplied to the project by two entities; recycled water would be supplied by the Napa Sanitation District, and potable water would be supplied by the City of American Canyon. The City of American Canyon imports its entire non-recycled water supply from outside of the City, via the State Water Aqueduct. Most of the imported water comes from State Water Project (SWP) supplies diverted

from the Sacramento-San Joaquin Delta and the City of Vallejo, which receives its water from a variety of sources.

The American Canyon 2010 Urban Water Management Plan (UWMP) provides scenarios for potable water supply in the District. These scenarios include a "multiple dry year" scenario in which drought conditions exist for consecutive years and water supply is diminished. As shown in Table 18, American Canyon's total surplus water supply is anticipated to be 1,486 acre-feet per year (AFY) in 2020 during the third year of the multiple dry year scenario, and is anticipated to decrease to 308 AFY in 2035 during the third year of the multiple dry year scenario (American Canyon, 2010).

Table 18 Projected Supply and Demand Comparison during Multiple Dry Year Period (AFY)

Scenario		2015	2020	2025	2030	2035
Multiple Dry Year – First Year Supply	Supply Total	5,665	6,446	6,927	6,927	6,927
	Demand Total	3,863	4,645	5,178	5,712	6,248
	Difference	**1,802**	**1,800**	**1,749**	**1,215**	**679**
Multiple Dry Year – Second Year Supply	Supply Total	5,536	6,289	6,742	6,742	6,742
	Demand Total	3,863	4,646	5,178	5,712	6,248
	Difference	**1,673**	**1,643**	**1,564**	**1,030**	**493**
Multiple Dry Year – Third Year Supply	Supply Total	5,407	6,132	6,556	6,556	6,556
	Demand Total	3,863	4,646	5,178	5,712	6,248
	Difference	**1,545**	**1,486**	**1,379**	**845**	**308**

Source: City of American Canyon Urban Water Management Plan, 2010

Table 19 shows the estimated water demand from operation of the proposed project, based on water use data provided by NVTA.

Table 19 Projected Water Demand

Land Use	Potable Water (gallons)	Potable Water (AFY)	Recycled Water (gallons)	Recycled Water (AFY)
Bus Maintenance Facility	13,000	0.04	63,000	.19

Source: NVTA personal communication

As shown in Table 18 the bus maintenance facility (including the bus wash) would use approximately 76,000 gallons of water, 13,000 gallons (0.04 AFY) of which would be potable water supplied by the City of American Canyon, which would represent <0.1 percent of the total regional surplus water supply through 2035. The demand from the facility as a percentage of overall supply would be approximately 0.003 and 0.013 percent in 2020 and 2035, respectively.

The anticipated demand of 0.04 AFY from the project would not exceed available water supplies shown in Table 19. Therefore, impacts related to water supply would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The Devlin Road Recycling and Transfer Station is the transfer station at which waste from the project would be sorted and loaded into trucks, prior to being sent to Potrero Hills Landfill. The Devlin Road Recycling and Transfer Station, operated by Northern Recycling Operations & Waste Services, is located at 889 Devlin Road, in American Canyon. This facility processes (sorts and commodifies) discarded materials including construction and demolition, industrial, mixed municipal, used tires, and agricultural waste. Recyclable materials are sorted and baled and sold to various brokers. Materials that cannot be recovered though sorting or recycling are transferred to the Potrero Hills Landfill. The Potrero Hills Landfill, owned and operated by Potrero Hills Landfill, Inc., is located at 3675 Potrero Hills Lane, in Suisun City. The landfill serves the City and unincorporated areas of Napa, as well as other communities. As of 2006, the total remaining capacity of the Potrero Hills Landfill was approximately 13.9 million cubic yards (CalRecycle, 2016) and the facility is permitted to accept up to 4,330 tons per day. The average daily tonnage of waste received during 2015 was 1,561 tons per day (CalRecycle Landfill Summary Tonnage Report, 2015)[4] and the expected remaining life of the landfill is to 2048.

The waste generation rates provided by CalRecyle were used to calculate the approximate waste generated by the project. For the office building portion of the project, the office diversion rate of 6.0 lb/1000 sq ft /day was used and for the maintenance yard portion of the project, the transportation waste generation rate was used. Assuming no recycling of refuse, the project would generate an estimated 0.17 tons of solid waste per day during the operational phase of the project. This is approximately 0.004 percent of the daily capacity (4,330 tons) permitted at the Potrero Hills Landfill. Based on a diversion rate of 84 percent (recycling of waste not including construction and demolition debris), which was achieved in the southern unincorporated areas of the County for the year 2012 (the latest year for which data is available) through various programs and policies, the solid waste would equate to <0.001 percent (approximately 0.0006 percent) of the allowed tonnage per day at the Potrero Hills Landfill. Furthermore, although the construction phase of the proposed project could generate waste, compliance with the requirements of the California Green Building Standards Code (CalGreen) would reduce the amount of waste entering the landfills from this phase of the project. As the landfill has sufficient capacity for the next 30 years, solid waste generated by the project would have a less than significant impact on the permitted remaining capacity of the landfill.

LESS THAN SIGNIFICANT IMPACT

[4] Calculation is based on total tons received in 2015 divided by 312 (52 weeks in a year * 6 days of waste hauling each week). Therefore, the equation was: 486,935 tons/312 days = 1,561 tons/day.

18 Mandatory Findings of Significance

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	□	■	□	□
b	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	□	■	□	□
c	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	□	■	□	□

a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As noted in the biological resources section, Sheehy Creek is located within parcel 057-250-025 and would be adjacent to the paved portion of the parking lot associated with the proposed bus maintenance facility. Construction activities would not occur within the dripline of the trees along the riparian corridor and would not involve damage to or the removal of any trees associated with the corridor. A 35 foot buffer zone would separate the paved portions of the proposed project from the riparian corridor. Through the incorporation of the mitigation measures and BMPs described in this IS-MND, the existing trees, shrubs, grasses, and other vegetation and wildlife habitat would not be disturbed as a result of the implementation of the proposed project. Therefore, the project would not degrade the quality of the environment, substantially reduce wildlife or habitat, or eliminate major cultural resources, if mitigation is incorporated. In addition, identified mitigation measures would address potential impacts related to important examples of the major periods of California history or prehistory. Mitigation measures relevant to biological and cultural resources that would reduce impacts to less than significant levels are summarized below for reference.

- BIO-1 Nesting Birds
- BIO-2 Burrowing Owl Pre-construction Surveys
- BIO-3 Burrowing Owl Avoidance and Minimization
- BIO-4 Setback Requirements
- CR-1 Archaeological and Native American Monitoring
- CR-2 Unanticipated Discovery of Cultural Resources
- CR-3 Paleontological Resources

Therefore, with the inclusion of the above mitigation measures, implementation of the proposed project would have less than significant impacts.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Cumulative impacts have been addressed above for all relevant resources areas, including Aesthetics (light), Air Quality, Greenhouse Gases, Hydrology and Water Quality, Noise, Transportation/ Traffic, and Utilities and Services. Other resource areas were determined to have no impact in comparison to existing conditions, and therefore would not contribute to cumulative impacts, such as Land Use/ Planning, Mineral Resources, Population and Housing, Public Service, and Recreation. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). The mitigation measures related to the resources areas that may involve cumulative impacts are listed below for reference.

- AES-1 Light Pollution and Glare
- HYD- 1 Bus Maintenance Facility Runoff Prevention
- HYD-2 Design-level Drainage Analysis and Minimization of Runoff

With the incorporation of all applicable BMPs, completion of all applicable permits, and incorporation of all mitigation measures, the construction and operation of the proposed project would not result in cumulatively considerable impacts and impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

In general, adverse impacts to human beings are associated with air quality, hazards, and hazardous materials, greenhouse gas emissions, and noise impacts. As detailed in the preceding responses, the construction and operation of the proposed project would not result, either directly or indirectly, in significant adverse effects related to air quality, greenhouse gas emissions, hazards and hazardous materials or noise. As discussed, air quality and greenhouse gas emissions associated with the construction and operation of the maintenance facility would be below threshold levels and construction emissions would be temporary. Operational noise levels would also fall below significance thresholds and noise levels exceeding Municipal Code guidelines due to construction activities that would be temporary and infrequent. No significant impacts would occur relate to hazards or hazardous materials.

A summary of relevant mitigation measures is provided for reference below.

- AES-1 Light Pollution and Glare
- GEO-1 Geotechnical Investigation
- N-1

Overall, with the inclusion of the recommended mitigation measures, the proposed project would not result in adverse environmental impacts or cause substantial adverse effects on human beings, and impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

This page left intentionally blank.

References

Bibliography

ABAG (Association of Bay Area Governments). 2013. Resilience Program – Napa County Earthquake Hazard. Available at: http://resilience.abag.ca.gov/earthquakes/napa/.

Aldasoro, J.J., C. Navarro, P. Vargas, L.L. Saez, and C Aedo. 2002. *California, a New Genus of Geraniaceae Endemic to the Southwest of North America*. Anales Jard. Bot. Madrid 59(2): 209-216.

American Canyon, City of. *Final Urban Water Management Plan 2010*. Accessed: http://www.water.ca.gov/urbanwatermanagement/2010uwmps/American%20Canyon,%20City%20of/American%20Canyon%20Final%20UWMP%202010%20Volume%20I.pdf.

Ascent Environmental, Napa County Climate Action Plan, Technical memorandum #2: Greenhouse Gas Emissions Reduction Targets, Measures, and Gap Analysis. June 2016.

Bay Area Air Quality Management District (BAAQMD). California Environmental Quality Act (CEQA) Air Quality Guidelines. May 2010. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Draft_BAAQMD_CEQA_Guidelines_May_2010_Final.ashx.

------. Revised Draft Options and Justification Report, California Environmental Quality Act, Thresholds of Significance. October 2009. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en.

------. Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area. August 2012. http://www.baaqmd.gov/~/media/files/planning-and-research/plans/pm-planning/understandingpm_draft_aug-23.pdf?la=en.

Baldwin, B.G. (Ed.) et al. 2012. *The Jepson Manual: Vascular Plants of California, Second Edition.* Berkeley: University of California Press.

Bezore, Stephen, Carolyn E. Randolph-Loar, and Robert C. Witter. 2002. Geologic Map of the Cuttings Wharf 7.5' Quadrangle Napa and Solano Counties, California: A Digital Database. Available at: ftp://ftp.consrv.ca.gov/pub/dmg/rgmp/Prelim_geo_pdf/cuttings_layout_highres.pdf.

California Climate Change Center (CCCC). May 2009. http://www.energy.ca.gov/2009publications/CEC-500-2009-024/CEC-500-2009-024-F.PDF.

California Climate Action Registry. General Reporting Protocol. January 2009. http://www.climateregistry.org/tools/protocols/general-reporting-protocol.html.

California Department of Conservation. 2007. *California Geological Survey, Fault-Rupture Hazard Zones in California, Interim Revision.* Sacramento, CA.

California Department of Finance. 2014. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011- 2014, with 2010 Benchmark.* Sacramento, CA. May 2014.

California Department of Fish and Wildlife. 2010. *List of Vegetation Alliances and Associations. Vegetation Classification and Mapping Program*. Sacramento, CA. September 2010.

California Department of Housing and Community Development. *CalGreen*. Accessed: http://www.hcd.ca.gov/calgreen.html.

California Department of Industrial Relations (Cal/OSHA) 2016. Cal/OSHA - Title 8 regulations. Available at: http://www.dir.ca.gov/samples/search/query.htm.

------. "Wildlife and Habitat Data Analysis Branch And The California Native Plant Society Vegetation Program." 2007. *In Vegetation Classification of the Santa Monica Mountains National Recreation Area and Environs in Ventura and Los Angeles Counties, California.* Sacramento, CA.

------. *California Natural Diversity Database*. 2014. http://www.dfg.ca.gov/biogeodata/cnddb/. (accessed June 2014).

------. *Special Animals List*. 2014. Sacramento, CA. October, 2014. http://www.dfg.ca.gov/biogeodata/cnddb/. (accessed June 2014).

California Department of Transportation. 2014. *Scenic Highway Designation*. http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm. (accessed June 2014).

CalEMA (California Emergency Management Agency). 2009. Tsunami Inundation Map for Emergency Planning – State of California, County of Napa – Cuttings Wharf Quadrangle. Available at: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/Napa/Documents/Tsunami_Inundation_CuttingsWharf_Quad_Napa.pdf.

California Environmental Protection Agency (Cal EPA). San Francisco Bay Regional Water Quality Control Board. 2016. Accessed: http://www.waterboards.ca.gov/sanfranciscobay/.

Cal EPA. July 2015. http://www.calepa.ca.gov/.

CGS (California Geological Society). 2002. California Geomorphic Provinces. Available at: http://www.conservation.ca.gov/cgs/information/publications/cgs_notes/note_36/Documents/note_36.pdf.

County of Napa. Napa County General Plan. June 2008.

County of Napa, Climate Action Plan. March 2012. http://www.countyofnapa.org/CAP/.

County of Napa, Climate Action Plan Scoping Plan. 2008. http://www.countyofnapa.org/CAP/.

Department of Resources Recycling and Recovery (CalRecycle), *Estimated Solid Waste Generation Rates.* 2016.

Department of Resources Recycling and Recovery (CalRecycle), *Facility/Site Summary Details: Potrero Hills Landfill (48-AA-0075).* 2012.

DKS. NVTA Bus Maintenance Facility Traffic Impact Study Final Report. September 2016.

DOC (Department of Conservation, Division of Mines and Geology). 1983. State of California Special Studies Zones – Cuttings Wharf Quadrangle. July. Available at: http://gmw.consrv.ca.gov/shmp/download/quad/CUTTINGS_WHARF/maps/CUTTINGS_WHARF.PDF.

eBird. 2012. eBird: An online database of bird distribution and abundance [web application]. eBird, Ithaca, New York. Available: http://www.ebird.org. (Accessed: June 2016).

Goude, Leif. Biologist, US Fish and Wildlife Service. May 20, 2016. Personal Communication (phone).

Garrett, K., and J. Dunn. 1981. *Birds of Southern California: Status and Distribution*. Los Angeles Audubon Society. Los Angeles, California.

Federal Highway Administration (FHWA) (2006), Construction Noise Handbook. Accessed at https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/

Federal Railroad Administration. High-Speed Ground Transportation Noise and Vibration Impact Assessment. September 2012.

Federal Transit Administration [FTA]. May 2006. Transit Noise and Vibration Impact Assessment. Available at: http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf.

Federal Emergency Management Agency. July 2015. http://www.fema.gov/.

Macmillan, L. 2008. Mitigation Monitoring Report Years 2005-2008, Phase 1 and 2 Wetlands and Sheehy Creek, Napa Valley Gateway Business Park Wetlands Mitigation Project Napa, California (Corps of Engineers File No. 24755N). Mill Valley, CA.

Napa, County of. Airport Master Plan. 2007.

Napa, County of. Airport Compatibility Land Use Plan. 1999.

Napa, County of. June 7, 2016. Code of Ordinances. Available at: https://www.municode.com/library/ca/napa_county/codes/code_of_ordinances.

Napa, County of. Napa County's Local Procedures for Implementing the California Environmental Quality Act (CEQA). Revised February 2015.

Napa Sanitation District (NSD), *NSD's Wastewater Treatment Plant,* 2016, Accessed: http://www.napasan.com/Pages/ContentMenu.aspx?id=81.

NRCS (Natural Resource Conservation Service). 2014. Soil Survey Geographic (SSURGO) Database. Available at: http://landscapeteam.maps.arcgis.com/apps/SimpleViewer/index.html?appid=4dbfecc52f1442eeb368c435251591ec.

Onorato, Antonio, Manager of Finance, Grants, and Administration. Napa Valley Transportation Authority (NVTA). May 31, 2016. Personal Communication.

Rossa, Jason C. and Michael A. Staiano. October 2007. A comparison of green and conventional diesel bus noise levels. NOISE-CON 2007, Reno, Nevada.

U.S. Department of Transportation Federal Highway Administration. Noise Barrier Design Handbook. Accessed September 2016 at http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm#sec3.5.3.

US EPA. Air Quality Criteria for Particulate Matter. October 2004. https://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=87903.

------. Criteria Air Pollutants. September 2016. https://www.epa.gov/criteria-air-pollutants.

Watershed Information and Conversation Council, Napa County (WICC), *Water Supply,* 2016, Accessed: http://www.napawatersheds.org/app_pages/view/191.

Wesling and Hanson. 2008. Final Technical Report – Mapping of the West Napa Fault Zone for Input into the Northern California Quaternary Fault Database. Available at: http://earthquake.usgs.gov/research/external/reports/05HQAG0002.pdf.

List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the Napa Valley Transportation Authority. Persons involved in data gathering, analysis, project management, and quality control include the following.

Napa Valley Transportation Authority

Kate Miller, Executive Director

Antonio Onorato, Manager of Finance, Grants and Administration

Danielle Schmitz, Planning Manager

Rincon Consultants

Richard Daulton, MURP, Principal-in-Charge

Abe Leider, AICP CEP, Project Manager

Sarah La Belle, Deputy Project Manager

Sara Tistaert, Senior Environmental Planner

Lindsey Sarquilla, Senior Environmental Planner

Matthew Long, Senior Environmental Scientist

Susan Schilder-Thomas – Associate Environmental Planner

Hannah Mize, Associate Environmental Planner

Shannon Davis, Sustainability Associate

Smadar Levy, Associate Environmental Planner

Kyle Brudvik, Paleontologist/Geoarchaeologist/Archaeologist

Kristiaan Stuart, Senior Ecologist

April Durham, Technical Editor, Graphic Designer

Allysen Valencia, GIS Analyst

DKS Associates (traffic analysis)

Kenneth B. Jeong, PE, Transportation Engineer