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October 5, 2010

Ashley Nguyen  
Air Quality Conformity Task Force  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

Re: PM<sub>2.5</sub> Conformity Determination – Provision of Additional Information for Interagency Consultation

Dear Ms. Nguyen,

As requested, the Napa County Transportation and Planning Agency (NCTPA) submits the following information to address issues raised during the Air Quality Conformity Task Force Meeting held on October 4, 2010:

1. NCTPA certifies that all diesel buses have been retrofitted to comply with current California Air Resources Board (CARB) emissions standards and have been retrofitted with particulate traps.
  - a. See **Attachment A** for the certification
2. NCTPA confirms that no other transit agencies or private operators are planning to use the transit center
3. Additional mapping with labels to clearly identify the site and surrounding uses
  - a. **Attachment B** includes a site plan and aerial mapping that clearly identifies the site and surrounding properties
  - b. As shown, the site is bounded by the following uses:
    - i. North: residential uses (across 4<sup>th</sup> Street)
    - ii. East: Napa Expo Fairgrounds
    - iii. South: Industrial uses
    - iv. West: Napa Wine Train tracks, Soscol Avenue (a restaurant is also located between the train tracks and Soscol Avenue)
4. Draft mitigated negative declaration (MND)
  - a. **Attachment C** includes the entire draft MND.
  - b. Page 30 of the MND presents the estimated daily emission rates of PM<sub>2.5</sub> for the facility. As shown, the emissions (0.24 lbs per day) fall well below the BAAQMD threshold of 54 lbs per day. As such the project would not create a hot spot in adjacent residential areas that would require further study.

We hope this information is sufficient to complete your deliberations regarding the Soscol Gateway Transit Center Relocation Project. Should you have any questions regarding this information, please contact me at (707) 259-8631. Thank you in advance for your time and consideration.

Sincerely,

Paul Price  
Executive Director

**Enclosures:**

**Attachment A: Certification that all diesel buses are fully retrofitted**

**Attachment B: Mapping of the site and surrounding properties**

**Attachment C: Copy of the draft mitigated negative declaration, published September 14, 2010**

VING GO

- 608 - 1999
- 609 - 1999
- 614 - 2001
- 615 - 2001
- 616 - 2001
- 623 - 2002
- 624 - 2002
- 625 - 2002
- 626 - 2002

ACT

- 630 - 2001

YVILLE

- 401 - 2000 TROLLEY
- 403 - 2000 "

DIESELS - FIXED VINE

- 106 - 1997(1982) RTS
- 107 - 1998(1986) "
- 111 - 1997(1986) "
- 112 - 2005(1987) "
- 113 - 2005(1987) "
- 114 - 2005(1987) "
- 127 - 1994 Gillig
- 128 - 1994 "
- 129 - 1994 "
- 130 - 1994 "
- 131 - 1994 "
- 132 - 1997 "
- 133 - 2003 Gillig Phantom
- 134 - 2003 " "
- ~~401 - 2000 Trolley - Yville~~
- ~~402 - 2000 " "~~
- ~~403 - 2000 " Yville~~

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:42

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.7%
2	8.1%
3	3.2%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	2.1%
2	0.0%
3	0.9%

AVERAGE 1.0%  
RANGE 2.1%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	2.1%	YES
PEAK AVERAGE	40%	1.0%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 608

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00232

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:50

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.4%
2	0.0%
3	0.2%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.2%
2	0.2%
3	0.0%

AVERAGE 0.1%  
RANGE 0.2%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.2%	YES
PEAK AVERAGE	40%	0.1%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 609

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00234

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:27

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	6.7%
2	0.2%
3	0.0%

PEAK TEST READINGS AND RESULTS

EST	ACTUAL OPACITY
1	0.0%
2	0.0%
3	0.3%

AVERAGE 0.1%  
RANGE 0.3%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.3%	YES
PEAK AVERAGE	40%	0.1%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 614  
Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00229

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:53

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	3.6%
2	3.8%
3	3.5%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	3.3%
2	3.2%
3	3.2%

AVERAGE 3.2%  
RANGE 0.1%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.1%	YES
PEAK AVERAGE	40%	3.2%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 615  
Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00235

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING

---UP TO 26 CHARACTERS---

1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

28 JUL 10 13:10

PRECONDITIONING - FINAL 3 PURGES

PURGE ACTUAL OPACITY

1	4.4%
2	3.5%
3	0.0%

PEAK TEST READINGS AND RESULTS

TEST ACTUAL OPACITY

1	0.0%
2	3.7%
3	4.4%

AVERAGE 2.7%

RANGE 4.4%

STD ACTUAL STD MET

NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
% OF TESTS AVGED	5%	4.4%	YES
PEAK AVERAGE	40%	2.7%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 614

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software: V16B361  
SAE Test Total: 00225

BY:

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING

---UP TO 26 CHARACTERS---

1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

28 JUL 10 13:57

PRECONDITIONING - FINAL 3 PURGES

PURGE ACTUAL OPACITY

1	5.7%
2	2.6%
3	3.5%

PEAK TEST READINGS AND RESULTS

TEST ACTUAL OPACITY

1	1.6%
2	3.3%
3	3.2%

AVERAGE 2.7%

RANGE 1.7%

STD ACTUAL STD MET

NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	1.7%	YES
PEAK AVERAGE	40%	2.7%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 623

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software: V16B361  
SAE Test Total: 00237

BY:

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:35

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	3.3%
2	1.3%
3	0.1%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.0%
2	3.5%
3	3.0%

AVERAGE 2.2%  
RANGE 3.5%

	STD	ACTUAL	STD.MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	3.5%	YES
PEAK AVERAGE	40%	2.2%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 624

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00231

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:29

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	4.1%
2	4.4%
3	4.4%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	4.4%
2	0.6%
3	4.3%

AVERAGE 3.1%  
RANGE 3.8%

	STD	ACTUAL	STD.MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	3.8%	YES
PEAK AVERAGE	40%	3.1%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 625

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00230

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:59

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	5.0%
2	3.2%
3	3.1%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	3.3%
2	3.3%
3	3.5%

AVERAGE 3.4%  
RANGE 0.2%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.2%	YES
PEAK AVERAGE	40%	3.4%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 626

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00238

BY:

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:55

PRECONDITIONING - FINAL 3 PURGES	
RGE	ACTUAL OPACITY
1	3.3%
2	2.9%
3	3.4%

PEAK TEST READINGS AND RESULTS	
ST	ACTUAL OPACITY
1	3.3%
2	1.0%
3	3.4%

AVERAGE 2.6%  
RANGE 2.4%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
PERCENT OF TESTS AVG'D	3	3	YES
RANGE OF TESTS AVG'D	5%	2.4%	YES
PEAK AVERAGE	40%	2.6%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 106  
Last meter calibration check: 11 JUN 10 Software: V1GB361  
Meter Serial Number: 104886 SAE Test Total: 00236

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
29 JUL 10 07:43

PRECONDITIONING - FINAL 3 PURGES	
PURGE	ACTUAL OPACITY
1	4.0%
2	0.4%
3	4.4%

PEAK TEST READINGS AND RESULTS	
TEST	ACTUAL OPACITY
1	8.7%
2	4.4%
3	4.4%

AVERAGE 5.8%  
RANGE 4.3%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVG'D	3	3	YES
RANGE OF TESTS AVG'D	5%	4.3%	YES
PEAK AVERAGE	40%	5.8%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 109  
Last meter calibration check: 11 JUN 10 Software: V1GB361  
Meter Serial Number: 104886 SAE Test Total: 00241

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
 ---UP TO 26 CHARACTERS---  
 1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
 SAE J1667 procedure and standards  
 28 JUL 10 13:18

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	4.4%
2	4.4%
3	4.4%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	4.4%
2	3.1%
3	0.8%

AVERAGE 2.8%  
 RANGE 3.6%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	3.6%	YES
PEAK AVERAGE	40%	2.8%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 111

Last meter calibration check: 11 JUN 10  
 Meter Serial Number: 104886

Software: V1GB361  
 SAE Test Total: 00227

BY:  
 REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
 ---UP TO 26 CHARACTERS---  
 1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
 SAE J1667 procedure and standards  
 28 JUL 10 14:03

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	9.0%
2	6.7%
3	6.4%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	5.9%
2	8.1%
3	3.3%

AVERAGE 5.8%  
 RANGE 4.8%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	4.8%	YES
PEAK AVERAGE	40%	5.8%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 112

Last meter calibration check: 11 JUN 10  
 Meter Serial Number: 104886

Software: V1GB361  
 SAE Test Total: 00239

BY:  
 REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING

---UP TO 26 CHARACTERS---

1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

28 JUL 10 13:15

RECONDITIONING - FINAL 3 PURGES

ACTUAL OPACITY

3.8%

6.3%

4.4%

PEAK TEST READINGS AND RESULTS

ACTUAL OPACITY

4.4%

4.4%

4.4%

AVERAGE 4.4%

RANGE 0.0%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.0%	YES
PEAK AVERAGE	40%	4.4%	YES

TEST RESULTS: PASS

VEHICLE ID. 113  
 Last meter calibration check: 11 JUN 10 Software: V1GB361  
 Meter Serial Number: 104886 SAE Test Total: 00226

BY:

CalTest™ 1000 Smokemeter

CUSTOM HEADING

---UP TO 26 CHARACTERS---

1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

29 JUL 10 10:40

RECONDITIONING - FINAL 3 PURGES

ACTUAL OPACITY

PURGE

1

0.0%

2

2.0%

3

0.0%

PEAK TEST READINGS AND RESULTS

ACTUAL OPACITY

TEST

1

4.4%

2

2.7%

3

0.0%

AVERAGE 2.4%  
RANGE 4.4%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	4.4%	YES
PEAK AVERAGE	40%	2.4%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 114  
 Last meter calibration check: 11 JUN 10 Software: V1GB361  
 Meter Serial Number: 104886 SAE Test Total: 00243

BY:

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
14 JUL 10 15:09

PRECONDITIONING - FINAL 3 PURGES  
PURGE ACTUAL OPACITY  
1 4.4%  
2 0.2%  
3 0.0%

PEAK TEST READINGS AND RESULTS  
TEST ACTUAL OPACITY  
1 4.2%  
2 1.2%  
3 4.4%

AVERAGE 3.3%  
RANGE 3.2%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	3.2%	YES
PEAK AVERAGE	40%	3.3%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 127  
Meter calibration check: 11 JUN 10 Software:V1GB361  
Serial Number: 104886 SAE Test Total: 00219

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
28 JUL 10 13:13

PRECONDITIONING - FINAL 3 PURGES  
PURGE ACTUAL OPACITY  
1 4.4%  
2 3.5%  
3 0.0%

PEAK TEST READINGS AND RESULTS  
TEST ACTUAL OPACITY  
1 0.0%  
2 3.7%  
3 4.4%

AVERAGE 2.7%  
RANGE 4.4%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	4.4%	YES
PEAK AVERAGE	40%	2.7%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 128  
Last meter calibration check: 11 JUN 10 Software:V1GB361  
Meter Serial Number: 104886 SAE Test Total: 00225

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
 ---UP TO 26 CHARACTERS---  
 1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
 SAE J1667 procedure and standards  
 28 JUL 10 13:24

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.0%
2	0.0%
3	0.0%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.0%
2	0.0%
3	0.0%

AVERAGE 0.0%  
 RANGE 0.0%

	STD	ACTUAL	STD METZ
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.0%	YES
PEAK AVERAGE	40%	0.0%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 129  
 Last meter calibration check: 11 JUN 10 Software:V1GB361  
 Meter Serial Number: 104886 SAE Test Total: 00228

BY:  
 REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
 ---UP TO 26 CHARACTERS---  
 1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
 SAE J1667 procedure and standards  
 28 JUL 10 14:06

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	6.4%
2	3.0%
3	3.2%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	3.2%
2	3.0%
3	3.1%

AVERAGE 3.1%  
 RANGE 0.2%

	STD	ACTUAL	STD METZ
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.2%	YES
PEAK AVERAGE	40%	3.1%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 130  
 Last meter calibration check: 11 JUN 10 Software:V1GB361  
 Meter Serial Number: 104886 SAE Test Total: 00240

BY:  
 REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
 ---UP TO 26 CHARACTERS---  
 1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
 SAE J1667 procedure and standards  
 14 JUL 10 15:28

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.1%
2	0.0%
3	0.0%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.3%
2	1.2%
3	0.0%

AVERAGE 0.5%  
 RANGE 1.2%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	1.2%	YES
PEAK AVERAGE	40%	0.5%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 131  
 Last meter calibration check: 11 JUN 10  
 Meter Serial Number: 104886

Software:V1GB361  
 SAE Test Total: 00220

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
 ---UP TO 26 CHARACTERS---  
 1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
 SAE J1667 procedure and standards  
 28 JUL 10 14:04

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	6.4%
2	3.0%
3	3.2%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	3.2%
2	3.0%
3	3.1%

AVERAGE 3.1%  
 RANGE 0.2%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	0.2%	YES
PEAK AVERAGE	40%	3.1%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 132  
 Last meter calibration check: 11 JUN 10  
 Meter Serial Number: 104886

Software:V1GB361  
 SAE Test Total: 00240

BY:  
 REMARKS:

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1. 2. OR 3 LINES

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1. 2. OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
14 JUL 10 15:31

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
14 JUL 10 15:33

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.0%
2	0.0%
3	0.0%

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.0%
2	1.0%
3	0.0%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.0%
2	0.0%
3	0.0%
AVERAGE	0.0%
RANGE	0.0%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.0%
2	0.8%
3	2.1%
AVERAGE	1.0%
RANGE	2.1%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
RANGE OF TESTS AVGED	3	3	YES
PEAK AVERAGE	5%	0.0%	YES
TEST RANGE	40%	0.0%	YES

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
RANGE OF TESTS AVGED	3	3	YES
PEAK AVERAGE	5%	2.1%	YES
TEST RANGE	40%	1.0%	YES

FINAL TEST RESULTS: PASS

FINAL TEST RESULTS: PASS

VEHICLE ID. 133  
 Last meter calibration check: 11 JUN 10 Software: V1GB361  
 Meter Serial Number: 104886 SAE Test Total: 00221

VEHICLE ID. 134  
 Last meter calibration check: 11 JUN 10 Software: V1GB361  
 Meter Serial Number: 104886 SAE Test Total: 00222

REMARKS:

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
20 JUL 10 08:32

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	4.0%
2	1.4%
3	3.7%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	0.3%
2	1.9%
3	4.4%

AVERAGE 2.2%  
RANGE 4.1%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	4.1%	YES
PEAK AVERAGE	40%	2.2%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 401  
meter calibration check: 11 JUN 10  
Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00224

REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING  
---UP TO 26 CHARACTERS---  
1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT  
SAE J1667 procedure and standards  
14 JUL 10 15:35

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	3.5%
2	2.8%
3	4.4%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	4.4%
2	0.5%
3	3.1%

AVERAGE 2.7%  
RANGE 3.9%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	3.9%	YES
PEAK AVERAGE	40%	2.7%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 402  
Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software:V1GB361  
SAE Test Total: 00223

BY:  
REMARKS:

CalTest™ 1000 Smokemeter

CUSTOM HEADING

---UP TO 26 CHARACTERS---

1, 2, OR 3 LINES

VEHICLE SNAP-ACCELERATION TEST REPORT

SAE J1667 procedure and standards

29 JUL 10 10:43

PRECONDITIONING - FINAL 3 PURGES

PURGE	ACTUAL OPACITY
1	0.0%
2	3.0%
3	4.0%

PEAK TEST READINGS AND RESULTS

TEST	ACTUAL OPACITY
1	8.5%
2	10.1%
3	12.4%

AVERAGE 10.3%  
RANGE 3.9%

	STD	ACTUAL	STD MET?
NUMBER OF PURGES	3 MIN	3	YES
NUMBER OF TESTS	3	3	YES
NUMBER OF TESTS AVGED	3	3	YES
RANGE OF TESTS AVGED	5%	3.9%	YES
PEAK AVERAGE	40%	10.3%	YES

FINAL TEST RESULTS: PASS

VEHICLE ID. 403

Last meter calibration check: 11 JUN 10  
Meter Serial Number: 104886

Software: V16B361  
SAE Test Total: 00244

BY:  
REMARKS:



FIGURE 1

PROJECT LOCATION MAP

**SOSCOL GATEWAY TRANSIT CENTER**



Source: Google Earth, 2010.

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**INITIAL STUDY**

Prepared for the  
Napa County Transportation & Planning Agency

**Soscol Gateway Transit Center**

September 2010

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# Soscol Gateway Transit Center Initial Study

## Project Description

**Project Title:** Soscol Gateway Transit Center

**Lead Agency Name and Address:** Napa County Transportation & Planning Agency

**Contact Person and Phone Number:** Paul Price, Executive Director, (707) 259-8634

**Project Sponsor's Name and Address:** Napa County Transportation & Planning Agency, 707 Randolph Street, Napa, California 94559

**General Plan Designation:** Mixed Use

**Zoning:** Mixed Use – Gateway

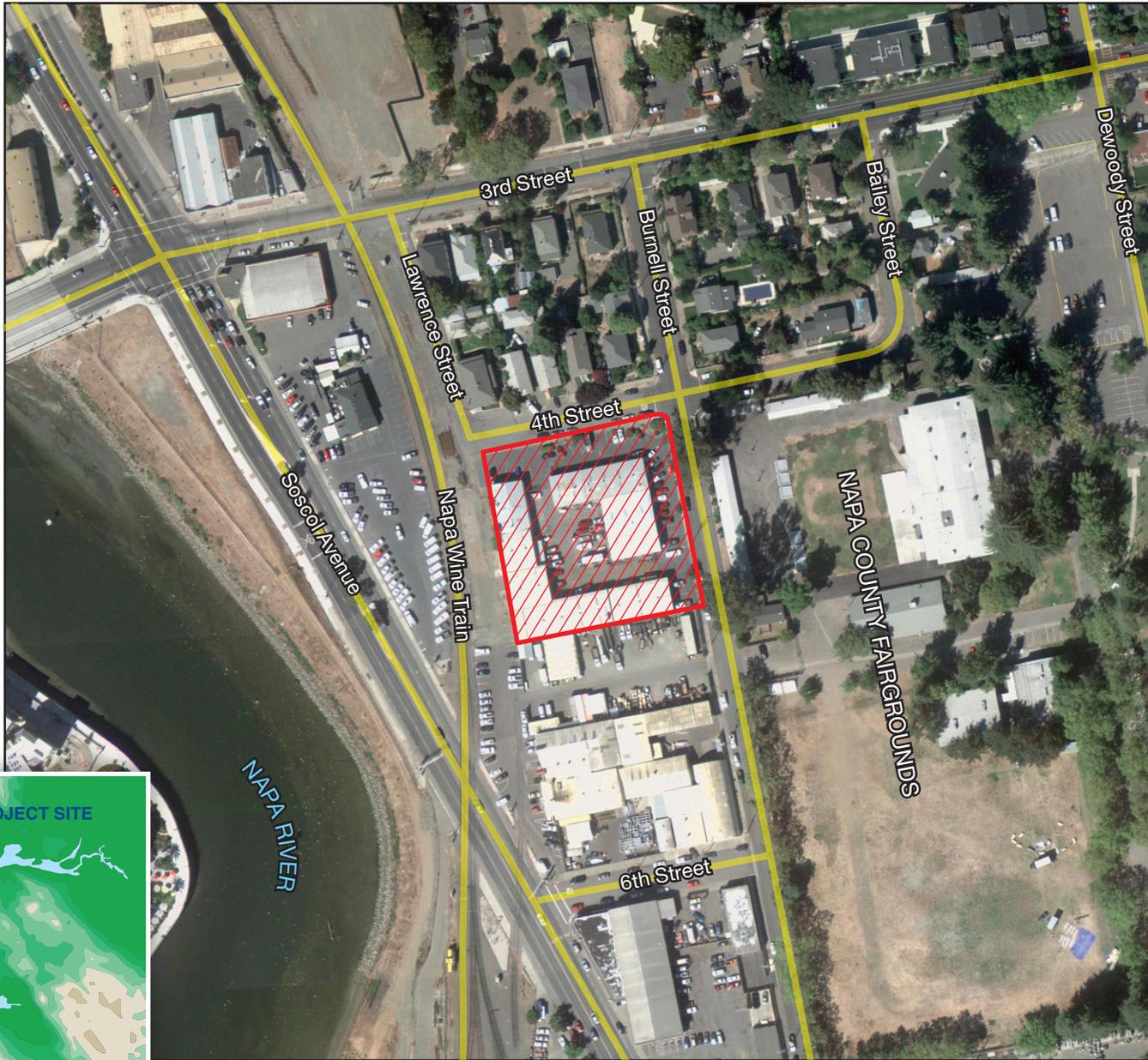
### Description of Project:

The project entails the relocation of a transit center and construction of administrative office space. Buses operated by the Napa County Transportation & Planning Agency (NCTPA) would utilize the relocated transit center; NCTPA staff would occupy the administrative office space. The project includes a bus transfer center, a park and ride lot, and a home for the NCTPA administrative offices (hereinafter, “project”).

This project has been proposed largely because the current home of the NCTPA Transit Center will be inaccessible starting in late 2012 due to a decision by the United States Army Corps of Engineers (Corps) to remove the Coombs Street Bridge as a part of the multi-year, multiple component Napa River flood control project. In addition, the NCTPA’s current office space (at 707 Randolph Street) is inadequate to meet the agency’s operational needs.

The NCTPA has chosen the Soscol location after more than seven years of studying various sites and plans. A transit center on the proposed project site was considered in the City of Napa’s 2006 *Soscol Gateway Redevelopment Project EIR*. In that EIR, the City of Napa identified several transportation and traffic related impacts of the larger redevelopment project. The EIR noted that the relocation of the NCTPA transit center to the project site now under consideration would help to mitigate certain transportation and traffic-related impacts of the redevelopment project.

**Project Location and Site Description:** **Figure 1** shows that the project site is located within the blocks bounded by Soscol Avenue and the Napa Wine Train right-of-way, Burnell Street and Fourth Street. **Figure 2** shows the project location relative to NCTPA’s existing corporation yard. The project entails no change to storage and maintenance activities at the corporation yard.



**LEGEND**

 Project Site

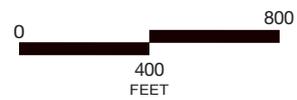


0 75 150  
FEET



**LEGEND**

- Project Site
- NCTPA Corporation Yard



The site is near the important Third Street gateway to Downtown Napa and the riverfront area, as well as the Napa County Fairgrounds. The site is highly visible from both Soscol Avenue and the Downtown riverfront; reuse of the site thus provides an opportunity to improve connections between the Downtown area and the Fairgrounds.

The rectangular site is approximately 1.26 acres in size, and is generally flat in topography. As of July 2010, the site contains several buildings and is currently home to six businesses:

Address	Current Use
625 Burnell Street	Jensen’s Ornamental (metalworking)
639 Burnell Street	Morenita Market, Inc.
643 Burnell Street	Gibsons Wood Product (building materials)
651 Burnell Street	vacant
675A Burnell Street	Rivera Mobile Service
675B Burnell Street	R&R Machine Shop (auto repair)
755 Burnell Street	Greenberg Quality Motors

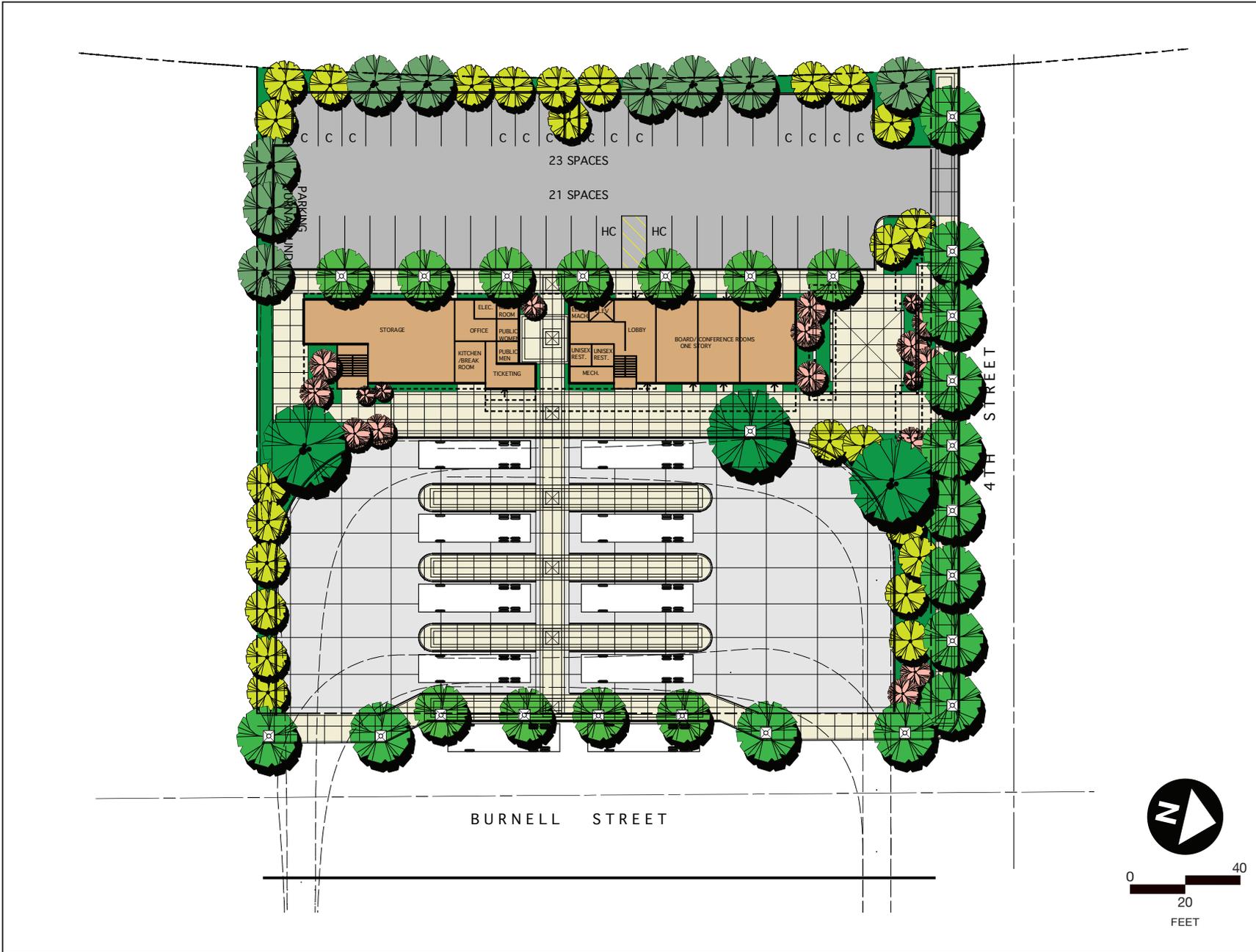
If the project is approved, all buildings on the site would be removed and replaced with the transit center and administrative office building. Should the project move forward, NCTPA would work with the owners of these businesses to find suitable new locations elsewhere in the City.<sup>1</sup>

**Figure 3**, Site Plan, shows the proposed configuration of the transit center and administrative office building. The project includes 10 bus bays to serve the bus routes that currently served by the NCTPA’s existing transit center on Pearl Street in Downtown Napa. These routes would all be re-routed to access the project site.

The approximately 8,000 square feet, two-story administrative office building will replace NCTPA’s existing 6,000 square feet administrative offices at 707 Randolph Street. Building dimensions would be about 35 feet wide by about 175 feet long. The new building would be about 31 feet in height, capped by a sloping metal roof. The roof would feature photovoltaic solar panels on south-facing slopes. The exterior of the building would feature earth-toned metal siding and windows with a glare-reducing translucent glaze. An at-grade passage running through the middle of the building (east to west) enhances accessibility across the property to and from the transit center.

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<sup>1</sup> As new locations for the businesses currently operating on the project site are identified, regular procedures will be followed to ensure that new locations are compatible with current City regulations, including regulations regarding noise, air quality, and similar factors. As the receiving locations are unknown at this time, it is speculative to consider what environmental impacts may result. When one or more receiving locations are identified, each business relocation would be considered a City action subject to the California Environmental Quality Act (CEQA).



**Figures 4 and 5** illustrate the proposed exterior elevations of the new administrative office building. The new building will provide space for approximately 20 employees, with ancillary facilities such as conference rooms, waiting rooms, related office uses, and storage (storage space comprising approximately 1,200 square feet of the total area). The building would also include public restrooms available to serve transit center patrons.

**Figure 6** shows the landscaping plan. New landscaping would consist of drought-tolerant trees and shrubs, groundcover plantings, and bioswales (landscaped areas that capture and retain stormwater, reducing the amount of stormwater runoff). These landscape elements would frame the project area perimeter. Landscape improvements would include a “smart” irrigation system that automatically adjusts depending on weather.

**Figure 6** also shows proposed lighting. Decorative streetlamps would be installed along the transit plaza. Streetlamps adjacent to Fourth Street would include house-side shields to deter glare onto the residential homes located across Fourth Street. The parking area would be illuminated with six energy-efficient LED lights. Additional lighting would be provided near bike locker and mechanical equipment areas.

### **Pedestrian/Bicycle Circulation**

The project would be expected to generate pedestrian and bicycle trips accessing buses and/or the office space. Existing pedestrian and bicycles facilities in the immediate project area require enhancements to better facilitate safe access to and from the project site. To this end, the project incorporates the following pedestrian and bicycle improvements.

**Figure 7** shows the location of these improvements.

- Construction of an ADA-accessible pedestrian ramp on the northwest corner of Burnell Street/Fourth Street
- Installation of standard crosswalk markings on the west side of Burnell Street at the Fourth and Sixth Street intersections.
- Installation of high-visibility crosswalk markings on the north side of the intersection at Burnell Street/Fourth Street

### **Bus Circulation**

The project entails the rerouting of buses from the existing transit center on Pearl Street to the project site. Based on current NCTPA operations, approximately 175 buses access the transit center on each weekday, with a reduced number of buses providing Saturday service. (Only Route 10 provides service on Sunday.) Approximately 10 to 14 buses access the center during any given hour, with the morning and evening peak hours experiencing the higher volume, and the mid-day hours experiencing the lower volume.

EAST ELEVATION (FROM BURNELL ST)



WEST ELEVATION (FROM SOSCOL AVE)



KEY NOTES:

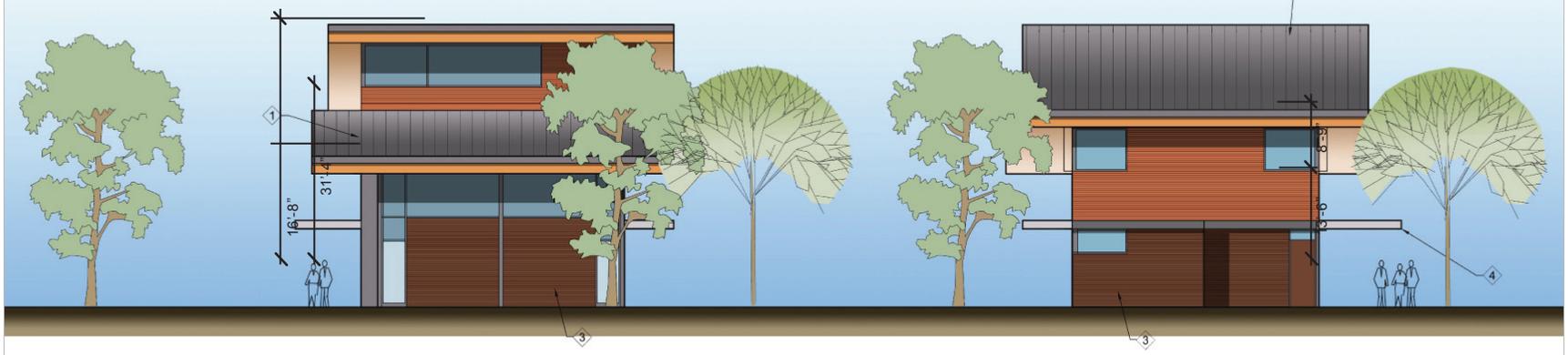
- |  |  |                             |                                |                            |
|--|--|-----------------------------|--------------------------------|----------------------------|
| ① STANDING SEAM METAL ROOF             | ④ PAINTED METAL CANOPY   | ⑦ ALUMINUM CASEMENT WINDOWS | METAL SIDING "METALLIC COPPER" | TRANSLUCENT GLAZING        |
| ② GLU-LAM BEAMS WITH TRANSPARENT STAIN | ⑤ ANODIZED ALUMINUM STOREFRONTS/ WINDOWS, WITH CLEAR AND TRANSLUCENT GLAZING | ⑧ METAL WINDOW SHADES       | METAL SIDING "RUSTIQUE"        | GLU-LAM WOOD BEAM          |
| ③ CORRUGATED METAL SIDING              | ⑥ PASSAGE WAY TO THE OTHER SIDE OF BUILDING                                  |                             | CLEAR GLAZING                  | METAL ROOF "COOL ZACTIQUE" |



**Figure 4, Elevations (back)**

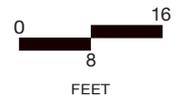
NORTH ELEVATION (FROM 4TH ST)

SOUTH ELEVATION



KEY NOTES:

- |  |  |                             |                                |                            |
|--|--|-----------------------------|--------------------------------|----------------------------|
| ① STANDING SEAM METAL ROOF             | ④ PAINTED METAL CANOPY   | ⑦ ALUMINUM CASEMENT WINDOWS | METAL SIDING "METALLIC COPPER" | TRANSLUCENT GLAZING        |
| ② GLU-LAM BEAMS WITH TRANSPARENT STAIN | ⑤ ANODIZED ALUMINUM STOREFRONTS/ WINDOWS, WITH CLEAR AND TRANSLUCENT GLAZING | ⑧ METAL WINDOW SHADES       | METAL SIDING "RUSTIQUE"        | GLU-LAM WOOD BEAM          |
| ③ CORRUGATED METAL SIDING              | ⑥ PASSAGE WAY TO THE OTHER SIDE OF BUILDING                                  |                             | CLEAR GLAZING                  | METAL ROOF "COOL ZACTIQUE" |



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**Landscape Legend:**

-  Street Trees (tree grate and structural soil)
-  Evergreen or Deciduous Tree
-  Tree Hedge
-  Accent Tree
-  Coniferous Tree
-  Shrub Screen Hedge
-  Shrub or Vine
-  Groundcover Area
-  Bioswale Area
-  Tree Grate w/ Structural Soil
-  Metal Tree Grate (48" x 48")
-  Metal and Wood Arbor w/ Accent Down Lights
-  Decorative Concrete Accent Paving
-  Concrete Paving - Scored w/ Integral Color
-  Concrete Paving
-  ADA Ramps / Curb and Gutter (see Civil)
-  Concrete Wall @ Courtyard
-  Metal Bench
-  Trash and Recycling Containers
-  Metal Leaning Rail @ Transit Islands

**Landscape Notes:**

1. For planting legend, see SHT L2 Planting Plan.
2. For transit canopy, refer to Arch. dwgs.
3. For preliminary details of amenities and lighting fixtures, see SHT L3.

**Landscape Lighting Legend:**

-  **Parking Lot Light (LED)**  
Lumec RoadStar Series. Pole mounted (20' Tall) with the PS A2.375/PS A3/PS A4 and RSAR Mountings and on the APR5/SPR5 Pole
-  **Security Light**  
Lumec RoadStar Series (see above). Pole mounted (12' Tall)
-  **Decorative Pedestrian Light**  
Lumec CitySpirit PCDS Luminaries on 12' AMS pole
-  **Decorative Pedestrian Light (see above) w/ House-side Shield**

**Landscape Lighting Notes:**

1. Arbors shall have accent down lights (LED).
2. For lighting of transit canopy, refer to Arch. dwgs.
3. Landscape lighting shall be connected to building subpanel and timer.

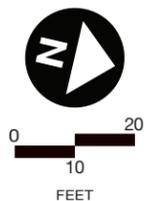
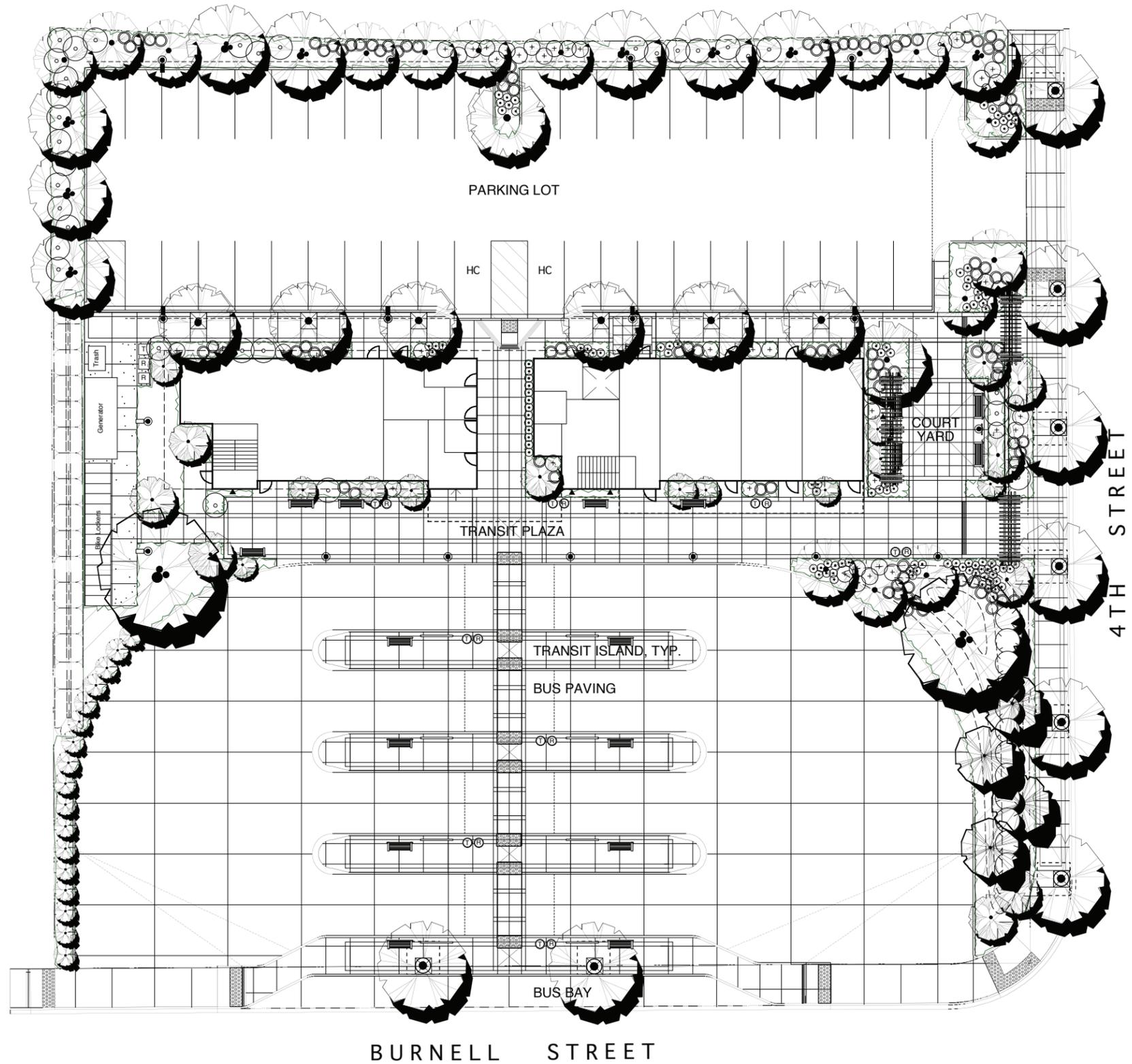


Figure 6 Landscaping Plan (back)

All bus routes would access the project site from the Third Street and Burnell Street intersection to the north. Buses would travel south along Burnell Street to enter the transit center driveways and access available bus bays. Buses would then either turn north on Burnell Street and travel back to Third Street, or would turn south on Burnell Street, accessing Soscol Avenue via Sixth or Eighth Street. **Table 1** shows a typical schedule of operations for the existing fleet, as well as the anticipated composition of the fleet in 2012.

**Table 1. Typical Bus Operating Schedule**

Route	Headway (at transit center)	Start (A.M.)	End (P.M.)	Weekdays	Weekend	Fleet Mix (2012)
1	30 minutes	6:30	7:50	Yes	Saturday only (60 minute headway)	Gas/hybrid
2	60 minutes	6:30	7:15	Yes	Saturday only	Gas/hybrid
3	30 minutes	6:30	7:15	Yes	Saturday only (60 minute headway)	Gas/hybrid
4	60 minutes	6:30	7:15	Yes	Saturday only	Gas/hybrid
5	30 minutes	6:30	7:15	Yes	Saturday only (60 minute headway)	Gas/hybrid
6	60 minutes	6:30	7:15	Yes	Saturday only	Gas/hybrid
10	60 minutes each direction (Northbound and Southbound)	5:00	9:45	Yes	Saturday 7:20 A.M. to 8:30 P.M. Sunday 8:30 A.M. to 7:15 P.M.	CNG and/or Diesel
29	Peak Hour only <b>A.M.:</b> 4:50, 5:50, 6:17, 6:38, 7:05, 7:48, 8:32, 8:35, 9:15 <b>P.M.:</b> 2:55, 3:55, 4:40, 5:20, 5:22, 6:22, 7:07, 7:27, 7:47, 8:27	5:00 A.M.- 9:15 A.M.	2:55 P.M. 8:27 P.M.	Yes	None	CNG and/or Diesel

Source: NCTPA, 2010.

In order to ensure adequate space for bus turning movements in the vicinity of the project site, the project includes the addition of limited no-parking areas along portions of affected streets. “Red curb” parking prohibitions would be imposed at the following locations as shown in **Figure 7**:

- Eighth Street (south side) for a distance of 45 feet to the east of Soscol Avenue;
- Eighth Street (north side) for a distance of 40 feet west of Burnell Street;
- Burnell Street (east side) for a distance of 35 feet to the north of Eighth Street;
- Burnell Street (east side) for a distance of 30 feet to the south of Third Street;
- Burnell Street (west side) for a distance of 40 feet to the south of Third Street; and
- Burnell Street spanning the project site’s frontage would be posted “no parking.”



**LEGEND**

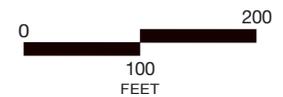
Project Site

*Existing*

- Crosswalks
- Sidewalks
- High Visibility Crosswalk

*Recommendations*

- New Standard Crosswalks
- New High Visibility Crosswalk
- New ADA Accessible Curb Ramp
- Red Curb (no parking)



## Parking

As shown on **Figure 3**, the project site would include 44 at-grade parking spaces within a lot on the west edge of the site, closest to the adjacent Napa Valley Wine Train right-of-way. The City of Napa's parking standards for downtown office uses, set forth at §17.54.040 of the City of Napa Zoning Ordinance, require four spaces per 1,000 square feet of ground floor area and three spaces per 1,000 square feet on upper floors. Application of these standards to the proposed NCTPA office building would result in a need for 30 parking spaces.

Because of the inherently strong transit-orientation of the site, the parking analysis conducted by Kimley Horn and Associates, Inc., for the Soscol Transit Center (dated October 27, 2005) includes a 10 percent reduction to the City's parking requirements, resulting in a required parking supply of 27 spaces. By providing 44 parking spaces, the project would satisfy this requirement, and would provide an additional 17 spaces for the transit center, including park-and-ride users.

The City of Napa has no specific parking standard for the transit center use, but typically requires preparation of a study to determine estimated demand for proposed land uses not specifically identified. A parking demand study was completed in 2010 by W-Trans, a qualified transportation firm. The findings of this study are included in an August 2010 memo included within **Appendix D**, and are summarized below.

W-Trans investigated similarly scaled bus transit centers throughout the San Francisco Bay Area, and found that transit centers typically do not offer parking for transit center customers, but occasionally provide parking for taxis and buses. The downtown transit centers in Santa Rosa, Petaluma, and San Rafael provide no customer and/or park-and-ride parking. Park-and-ride users are more typically served by lots outside of the urban core, such as the Trancas Park and Ride facility in northern Napa.

The provision of park-and-ride spaces can be expected to result in a demand for parking but, like the traffic generation estimates for park-and-ride spaces, the independent variable affecting demand is the number of spaces itself. In other words, the number of transit customers choosing to use the Soscol Transit Center in a park-and-ride fashion will likely be proportionate to the number of spaces provided. The customer's perception of convenience becomes a major factor in demand. A large parking garage at the site would likely guarantee the availability of a parking space, creating convenience and inducing park-and-ride demand, whereas a smaller lot would be less attractive than an alternate site with good transit access (such as the Trancas park-and-ride facility). The "Vine 29 Commuter Express" is the only NCTPA route that attracts substantial parking demand. This bus makes four daily southbound runs from Napa to the Vallejo Ferry Terminal and El Cerrito BART station. Other nearby stops for this route include the Imola Avenue park-and-ride.

While the proposed Soscol Transit Center is smaller than what was envisioned for the 2005 study, the number of spaces provided for onsite uses remains the same. W-Trans' study thus recommends that the City consider the project's parking requirements to be equal to those generated by the onsite office uses, or 27 parking spaces. The remaining 17 spaces available for park-and-ride use are being provided by NCTPA primarily for customer convenience. W-Trans' research into other downtown transit centers in the Bay Area supports this conclusion.

### **Stormwater**

With project improvements, impervious area on the project site would be reduced from about 53,000 square feet to about 46,000 square feet, a reduction of about 13 percent. This reduction is achieved through the inclusion of several stormwater retaining features, described below. The reduction of impervious surface on the project site would reduce the amount of stormwater runoff during rain events.

Stormwater runoff from the project site would be collected via a closed storm drain system and conveyed into the City of Napa storm drain infrastructure at Eighth Street and Burnell Street. To minimize the offsite transport of pollutants, the parking area will discharge stormwater runoff to a vegetated bioswale to infiltrate and treat stormwater prior to entering the City's storm drain system. Stormwater runoff from the bus bay area will be collected in catch basins and discharged through a solid separator to remove fine sediments and heavy metals before leaving the site. In addition, a parking lot sweeping program may be implemented to clean parking areas. Source control measures such as stormwater conveyance system stenciling/signage and efficient irrigation will be included in the project design to eliminate pollutant contact with stormwater.

### **Construction**

Construction of the project would require the demolition and clearance of existing buildings on the project site. To the extent feasible, NCTPA will seek to recycle or repurpose materials from the existing buildings. Once all approvals are in place, NCTPA anticipates an 18 month construction period before the new transit center and office space is fully operational.

## Project Approvals

Table 2 lists the approvals and permits necessary to construct the project as proposed.

**Table 2. Project Approvals**

Agency/Provider	Permit/Approval
City of Napa	Design Review
	Use Permit
	Ministerial Permits (Demolition, Grading, Building, etc.)
	Parking Determination
Regional Water Quality Control Board	National Pollutant Discharge Elimination System (NPDES) Permit, Stormwater Pollution Prevention Plan

Source: CirclePoint, 2010.

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a “Significant Impact” as indicated by the checklist on the following pages. Mitigation measures have been provided for each potential significant impact, reducing all to a less-than-significant level.

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Aesthetics         | <input type="checkbox"/> Agriculture and Forestry Resources       |
| <input checked="" type="checkbox"/> Air Quality        | <input type="checkbox"/> Biological Resources                     |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils               |
| <input type="checkbox"/> Greenhouse Gas Emissions      | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality     | <input type="checkbox"/> Land Use & Planning                      |
| <input type="checkbox"/> Mineral Resources             | <input checked="" type="checkbox"/> Noise                         |
| <input type="checkbox"/> Population & Housing          | <input type="checkbox"/> Public Services                          |
| <input type="checkbox"/> Recreation                    | <input type="checkbox"/> Transportation & Circulation             |
| <input type="checkbox"/> Utilities & Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance       |

## Determination

On the basis of this initial evaluation:

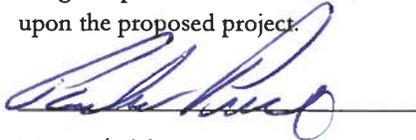
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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 the mitigation measures described in the attached sheet have been added to the project.

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 significant effect(s) on the environment, but at least one effect 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigates pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Name/Title



Date

# ENVIRONMENTAL IMPACT CHECKLIST

## I. Aesthetics

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

### Project Setting

The existing visual character of the project site is urban, dominated by one-story, light industrial metal buildings bordered by surface parking.

The surrounding area includes a mixture of developed uses, including similar commercial/ industrial uses to the south, the Napa County Fairgrounds to the east, single family residential uses to the north and Soscol Avenue and Napa Valley Wine Train railroad tracks and related surface parking lots to the west.

The City of Napa General Plan does not identify any scenic vistas within the City. However, the General Plan identifies several roads as scenic corridors. Policy LU-1.6 of the General Plan identifies State Routes (SR) 29, 121, and 221 as scenic corridors. The project site is located approximately a quarter- mile from SR 121, and about 1.25 miles from both SR 221 and SR 29. None of these roadways are state-designated scenic routes.

Existing nighttime sources of light in the project area include wall-mounted lights on several of the commercial/industrial businesses, street lights, the headlights of passing vehicles, and residential lighting on the north side of Fourth Street.

**a) Have a substantial adverse effect on a scenic vista?**

*No Impact.* The City of Napa General Plan does not identify any scenic vistas within the City limits. Therefore, the project could not affect an identified scenic vista. No impact would occur and no mitigation is required.

**b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

*No Impact.* According to the California Department of Transportation (Caltrans), there are no officially designated state scenic highways in the City of Napa, nor any in visual proximity to the project site.<sup>2</sup> Therefore, the project would not damage scenic resources within a state scenic highway.

As noted in the project setting, the project site is located approximately a quarter-mile from SR 121, which the City designates as a scenic corridor. The project site is not visible from SR 121 due to distance and intervening trees and development. No mitigation is required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

*Less than Significant with Mitigation Incorporated.* The project site and its surrounding area have a similar mixed-use, urban character. The project would include demolition of the existing industrial buildings and construction of a two-story administrative office and transit center, with associated landscaping. The proposed height of the administrative office would be similar to the existing industrial buildings although the proposed façade and building materials would enhance the visual character and quality of the site. The project plans include perimeter landscaping that would further enhance the visual quality of the site and would provide some visual relief for residential uses to the north. The removal of industrial uses and replacement with an administrative office would result in a more compatible use for the surrounding residential area.

The City of Napa's Policy Resolution 27 sets forth numerous standard conditions of approval on new development projects within the City. Included among these standard conditions are pre-building permit requirements for final landscaping and irrigation plans.

**Mitigation Measure I-1:** Prior to the issuance of building or grading permits, the City shall ensure that project plans incorporate the following measures to reduce potential aesthetic impacts:

- All roofing, building and sign materials shall be painted or treated with a "flat" paint or treatment to reduce glare and reflective surfaces.
- All landscaping for the project shall be installed prior to issuance of a Certificate of Occupancy

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<sup>2</sup> [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm). Accessed June 17, 2010.

- All parking lots shall be designed or include a landscaping/screen feature designed to minimize vehicle headlights from shining into residential areas or public streets.
- All new utilities shall be placed underground.
- The plans submitted for the building permit shall include a final landscape and irrigation plan designed and signed by a licensed landscape architect or landscape contractor. The final landscape plans shall include the following specifications:
  - (1) all plant materials be certified by the Napa County Agricultural Commissioner inspection program for freedom from the glassy winged sharpshooter or other pests identified by the Agricultural Commissioner; and
  - (2) the Agricultural Commissioner's Office shall be notified of all impending deliveries of live plants with points of origin outside of Napa County so that inspection can be arranged.
- No improvement plans shall be approved nor building permit issued until the Planning Division approves the landscape and irrigation plan. Prior to occupancy, the licensed professional who signed the final landscape and irrigation plan shall certify in writing to the Community Development Director that he/she has inspected and approved the installation of landscaping and irrigation and has found them to be consistent with the approved plans including, but not limited to, the certifications and inspections by the Agricultural Commissioner as well as that the systems are in working order. A substitution of an alternate licensed professional may be allowed by the Community Development Director upon a showing of good cause.

**Significance after Mitigation: Mitigation Measure I-1** includes all feasible measures for landscaping and other project components that could affect the visual character of the site. Implementation of these measures would reduce the impacts of the project to a less-than-significant level.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

*Less than Significant with Mitigation Incorporated.* The project may result in the need for additional nighttime safety lighting in the bus bays, pedestrian areas, and parking lot. Additionally, glare may be reflected from the cars in the parking lot or buses on the project site. The project plans include large trees on the northern perimeter of the project site that help diffuse any nighttime lighting or daytime glare that may affect residential receptors north of the project site.

The City of Napa's Policy Resolution 27 sets forth numerous standard conditions of approval on new development projects within the City. Included among these standard conditions are requirements for all new lighting on private property to be designed to eliminate direct light spillover onto adjacent residential properties. The City also requires that low-level lighting be installed in parking areas as opposed to elevated high-intensity light standards.

**Mitigation Measure I-2:** Prior to the issuance of building or grading permits, the City shall ensure that project plans incorporate the following measures to reduce potential impacts related to lighting and glare:

- All exterior lighting on the site shall be properly shielded and directed downward to preclude glare conditions that might impact adjacent properties or public streets.
- All roofing, building and sign materials shall be painted or treated with a "flat" paint or treatment to reduce glare and reflective surfaces.
- Low-level lighting shall be utilized in the parking areas and all paved areas within the development, as opposed to elevated high-intensity light standards.
- All windows and glass proposed for the exterior of the building shall be non-reflective glass.
- All parking lots shall be designed or include a landscaping / screen feature designed to minimize vehicle headlights from shining into residential areas or public streets.
- All new utilities shall be placed underground.

**Significance after Mitigation:** **Mitigation Measure I-2** includes all feasible measures for screening and reducing glare from project components and operations. Implementation of these measures would reduce the impacts of the project to a less-than-significant level.

## II. Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Setting

According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site and adjacent lands are designated as Urban and Built-Up Land. Neither the project site nor lands immediately adjacent contain any protected

farmlands (Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance)<sup>3</sup>. The project site is not zoned for agricultural use, nor is it under a Williamson contract. Currently, the project site is developed for light industrial uses with several buildings in which conforming businesses reside, including an auto shop and an iron works shop.

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?**

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**and**

**e) Involve other changes in the existing environment which due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?**

*No Impact.* The project represents an infill development. The project site is in the developed center of the City of Napa and is bordered by urban development on all sides. Due to its existing urban context, the project site does not contain any forest lands. As the project site and adjacent lands does not contain Farmlands or forest lands, the project would not result in any impact to these resources, either individually or cumulatively.

**b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?**

*No Impact.* According to the City of Napa General Plan, the project site is zoned for Mixed Uses. The project site is not zoned for agricultural use, nor is it under a Williamson contract. The project would not result in a conflict with agricultural zoning nor with 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 by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

*No Impact.* The project site is not zoned for forest land or timberland use. Therefore, the project would not conflict with existing zoning for forest land, timberland, or Timberland Production.

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<sup>3</sup> Napa County Important Farmland 2008. State of California Department of Conservation, Farmland Mapping and Monitoring Program. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/nap08.pdf>. Accessed June 4, 2010.

### III. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Project Setting

The project entails the relocation of existing uses (the NCTPA transit center and the NCTPA administrative office building). The project does not include any expansion of the NCTPA fleet or bus routes. Therefore, the number of bus trips will not increase as a result of the project. The operation of the existing NCTPA bus system and 6,000 square foot administration building is therefore considered part of the background and existing condition and is thus not included in this analysis of impacts specific to the project.

Instead, this analysis focuses on the incremental increase in emissions associated with the proposed 2,000 square foot increase in size of the administrative office building. The larger size of the office building could potentially accommodate a greater number of employees, with associated Vehicle Miles Traveled (VMT) and emissions.

As noted in the **Project Description**, NCTPA is planning to gradually convert its fleet of diesel buses to hybrid electric buses. This conversion is expected to be complete by 2012 and would result in a decrease of air pollutant emissions associated with existing and ongoing bus operations. However, the conversion is not part of the project and therefore

the analysis prepared for this initial study conservatively assumes the current fleet mix to ensure that all potential emissions are taken into account.

*Current Regulatory Environment*

The Clear Air Act requires the United States Environmental Protection Agency (US EPA) to set National Ambient Air Quality Standards (NAAQS) for air pollutants considered harmful to human health or the environment. The California Air Resources Board (CARB) has also adopted the California Ambient Air Quality Standards (CAAQS). Federal and state air quality standards in the Bay Area are regulated by the Bay Area Air Quality Management District (BAAQMD). Pursuant to the Clean Air Act, BAAQMD is required to reduce emissions of criteria pollutants in which the Bay Area is in non-attainment.

**Table 3** shows that the Bay Area is considered a non-attainment area for ground-level ozone under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for fine particulate matter (PM<sub>2.5</sub>) and respirable particulate matter (PM<sub>10</sub>) under the California Clean Air Act and under the Federal Clean Air Act for fine particulate matter. The area has attained both State and Federal ambient air quality standards for carbon monoxide (CO).

**Table 3. Attainment Status Summary – San Francisco Air Basin**

Criteria Pollutant	State Designation	Federal Designation
Ozone (O <sub>3</sub> ) (1-hour)	Nonattainment	n/a
Ozone (O <sub>3</sub> ) (8-hour)	Nonattainment	Nonattainment*
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Particulates (as PM <sub>10</sub> )	Nonattainment	Unclassified**
Particulates (as PM <sub>2.5</sub> )	Nonattainment	Nonattainment***
Lead (Pb)	Attainment	Attainment
Sulfates (as SO <sub>4</sub> )	Attainment	(no federal standard)
Hydrogen Sulfide (H <sub>2</sub> S)	Unclassified**	(no federal standard)
Vinyl Chloride (C <sub>2</sub> H <sub>3</sub> Cl)	n/d	(no federal standard)
Visibility	Unclassified**	(no federal standard)

Notes:

\* The 0.08 ppmv federal 8-hour standard applied until 2008, 0.075 ppmv thereafter.

\*\* At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassified.

\*\*\* The U.S. EPA lowered the 24-hour PM<sub>2.5</sub> standard from 65 ug/m<sup>3</sup> to 35 ug/m<sup>3</sup>; December 2009 was the effective date of the designation.

n/a – not applicable

n/d – no data/information available

Source: BAAQMD, 2009; CARB, 2009.

### *Sensitive Receptors*

Sensitive receptors are land uses that are of particular concern when analyzing the potential effects of the project. Sensitive uses, such as residential development, schools, and parks located in close proximity to a project would be expected to experience the greatest effect from project-related emissions. As part of an effort to attain and maintain ambient air quality standards for ozone, PM<sub>2.5</sub> and PM<sub>10</sub>, BAAQMD has established thresholds of significance for air pollutants. These thresholds are for PM<sub>2.5</sub>, and PM<sub>10</sub> and the ozone precursor pollutants: reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>).

In the immediate vicinity of the project site, residential development is located directly to the north across Fourth Street, and to the northeast across the Fourth Street and Burnell Street intersection.

Analysis in this section was drawn from the 2006 Soscol Gateway Redevelopment EIR, as well as from project-specific air quality modeling. **Appendix A** includes calculation sheets from project-specific calculations using the URBEMIS 2007 air quality model.

#### **a) Conflict with or obstruct implementation of the applicable air quality plan?**

***Less-than-Significant Impact.*** As noted above in the setting section and in **Table 2**, the Bay Area is in non-attainment for state and federal standards for ozone and PM<sub>2.5</sub>, and state standards for PM<sub>10</sub>. As discussed below, steps needed to achieve compliance with these regulations have been identified and the project would not obstruct or interfere with those plans.

In compliance with the Clean Air Act, the BAAQMD prepared the *Bay Area 2005 Ozone Strategy* to set forth the steps that will be implemented to ensure that the Air Basin will achieve compliance with the state one-hour air quality standard for ozone as expeditiously as practicable. The *2005 Ozone Strategy* also explains how the region will reduce transport of ozone and ozone precursors to neighboring air basins.

The state-mandated regional air quality plan is the *Bay Area 2000 Clean Air Plan*. Both the *2005 Ozone Strategy* and the *2000 Clean Air Plan* contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the state and federal ozone standards within the Air Basin.

A project would be determined to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the regional growth assumptions, in terms of population, employment, or regional growth in Vehicle Miles Traveled (VMT). The emission strategies in the *2000 Clean Air Plan* and the *2005 Ozone Strategy* were developed, in part, on regional population, housing, and employment projections prepared by the Association of Bay Area Governments (ABAG).

According to the Redevelopment EIR, the proposed Soscol Gateway redevelopment would not result in growth-inducing impacts or cause an exceedance of established population or growth projections. Specifically, the Soscol Gateway Transit Center project would not

directly increase the City's population as it does not include residential units. As part of the project, NCTPA employees would relocate from the existing NCTPA administrative offices within the City of Napa. Therefore, the project is not expected to generate substantial new population in the City. Consequently, development of the project would not conflict with population and VMT projections used to develop the 2000 *Clean Air Plan* and 2005 *Ozone Strategy* planning projections. The project would not obstruct implementation of these plans, and the impact would therefore be less than significant.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

***Less-than-Significant Impact.*** Vehicles entering and exiting the project site would generate a variety of pollutants that are regulated at the State and Federal level, including carbon monoxide, ozone, and particulate matter. In general, long-term air quality emissions related to the project would result from the operation of vehicles by NCTPA employees, by members of the public visiting the NCTPA offices, and from stationary sources such as heating and cooling devices.

Under the Federal Clean Air Act, the Bay Area is in non-attainment for ozone and PM<sub>2.5</sub>. Ozone is not directly emitted from vehicles or buildings. Rather, vehicle emissions such as reactive organic gases (ROGs) and nitrous oxides (NO<sub>x</sub>) typically develop into ozone in the atmosphere. "PM<sub>2.5</sub>" is also known as fine particulate matter. Under the California Clean Air Act, the Bay Area is in non-attainment for both PM<sub>10</sub> (also known as respirable particulates) and PM<sub>2.5</sub>. In addition, project-related traffic would have the potential to increase concentrations of carbon monoxide.

This section addresses project-level emissions; potential cumulative impacts related to ROG, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>x</sub> emissions are addressed under heading c) below.

Carbon Monoxide: Carbon monoxide emissions from project-generated traffic would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Although air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s, project traffic would generate additional emissions, including carbon monoxide. BAAQMD's threshold of significance for carbon monoxide is based on an eight-hour average of 9.0 parts per million (ppm) of local concentration. According to the Redevelopment EIR, carbon monoxide levels measured in Napa County between 2001 and 2005 were substantially below the threshold of 9.0 ppm and there was not a single day on which the threshold was exceeded.

The Redevelopment EIR examined carbon monoxide impacts of the entire redevelopment program, of which the transit center was a small part. Moreover, the Redevelopment EIR assumed the transit center would include a mixed-use component; that aspect is not included as part of the project under consideration here. In examining estimated opening year (2007) and future horizon year (2025) carbon monoxide concentrations at a number of key

intersections, the Redevelopment EIR concluded the redevelopment project as a whole would result in eight-hour concentrations of carbon monoxide in opening and horizon years at levels substantially below the threshold of 9.0 ppm. Since the Transit Center project involves a far smaller level of development than the Redevelopment EIR contemplated, the Transit Center project would not generate a level of carbon monoxide exceeding the relevant threshold. Project impacts would therefore be less than significant; no mitigation is required.

Ozone: The Bay Area is considered a non-attainment area for ground-level ozone under both the Federal Clean Air Act and the California Clean Air Act. Vehicle emissions such as reactive organic gases (ROGs) and nitrous oxides (NO<sub>x</sub>) typically develop into ozone in the atmosphere. According to BAAQMD’s CEQA Guidelines, a project would have a significant environmental effect if it produced 54 pounds or more per day of ROGs or NO<sub>x</sub> during construction or more than 10 tons per year during operation.

Project ozone impacts were analyzed through project-specific air quality modeling, using URBEMIS 2007 for both construction and operational periods. This analysis assumed the addition of an 8,200 square foot office building, and thus is a reasonable, conservative basis upon which to evaluate the incremental addition of 2,000 square feet of administrative office space.

Construction: **Table 4** summarizes the daily emissions from project construction, showing that project emissions would not exceed BAAQMD thresholds. Over the 18-month construction period, the project would be expected to generate 0.19 tons of ROG in 2011 and 0.16 tons of ROG in 2012, equivalent to about 380 pounds in 2011 and 320 pounds in 2012, for an average daily emissions rate of about 1.46 pound per day in 2011 and 1.23 pounds per day in 2012. Over a similar time frame, the project is estimated to generate 1.40 tons of NO<sub>x</sub> in 2011 and 0.58 tons of NO<sub>x</sub> in 2012. This is equivalent to about 2,800 pounds in 2011 and 1,160 pounds in 2012 or about 10.8 pounds per day in 2011 or 4.46 pounds per day in 2012 on average. These amounts are below BAAQMD’s thresholds for these pollutants. Therefore, no construction-related impact would occur and no mitigation is required.

**Table 4. Summary of Daily Emissions (lb/day) from Project Construction**

Scenario/Emission Source	Nitrogen Oxides (NO <sub>x</sub> )	Reactive Organic Gases (ROG)	Respirable Particulates (PM <sub>10</sub> )	Fine Particulates (PM <sub>2.5</sub> )
Total Area Source and Operational Emissions	23.51	5.71	1.17	1.08
<i>BAAQMD 2010 Threshold</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>

Source: URBEMIS 2007 model (version 9.2.4); CirclePoint, 2010.

Operation: **Tables 5 and 6** summarize the annual and daily emissions from project operation, showing that project emissions would not exceed BAAQMD thresholds. During operations, the project is expected to generate 0.15 tons per year of ROG and a nearly

equivalent amount (0.17 tons) of NO<sub>x</sub>, both of which are far below the BAAQMD threshold. Therefore, the project would have no operational period impact, and no mitigation is required.

**Table 5. Summary of Annual Emissions from Project Operations**

Scenario/Emission Source	Nitrogen Oxides (NO <sub>x</sub> )	Reactive Organic Gases (ROG)	Respirable Particulates (PM <sub>10</sub> )	Fine Particulates (PM <sub>2.5</sub> )
Total Area Source and Operational Emissions (tons/year)	0.17	0.15	0.22	0.04
<i>BAAQMD 2010 Threshold</i>	<i>10</i>	<i>10</i>	<i>15</i>	<i>10</i>

Source: URBEMIS 2007 model (version 9.2.4); CirclePoint, 2010.

**Table 6. Summary of Daily Emissions from Project Operation**

Scenario/Emission Source	Nitrogen Oxides (NO <sub>x</sub> )	Reactive Organic Gases (ROG)	Respirable Particulates (PM <sub>10</sub> )	Fine Particulates (PM <sub>2.5</sub> )
Total Area Source and Operational Emissions (pounds/day)	1.19	0.87	1.24	0.24
<i>BAAQMD 2010 Threshold</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>

Source: URBEMIS 2007 model (version 9.2.4); CirclePoint, 2010.

PM<sub>2.5</sub>: As of December 2009, the US EPA designated the Bay Area in non-attainment status for fine particulate matter. Under federal requirements, certain projects are subject to a “conformity determination.” This process typically utilizes what is known as a “hot spot” analysis to determine whether a given project is generating an excessive level of fine particulate matter. In July 2010, NCTPA consulted with the Federal Transit Administration (FTA), an agency providing partial funding for the transit center project, as well as with the Metropolitan Transportation Commission (MTC). In accordance with the December 2009 designation of the Bay Area as non-attainment for PM<sub>2.5</sub>, MTC set forth a reviewing framework to ascertain whether a particular project requires a conformity determination.

Based on the fact that the project entails the reconstruction of a transit center (relocating a transit center from one place to another) without any increase in bus activity or other potential to increase fine particulate emissions, it is not anticipated that any further analysis will be required. Moreover, NCTPA is replacing many diesel buses in its fleet with cleaner-burning compressed natural gas (CNG) or hybrid-electric buses. At present, about 68 percent of all NCTPA bus trips are on diesel-powered vehicles. By the opening year of the project, fleet replacements will result in nearly 70 percent of all bus trips on CNG or hybrid-electric vehicles. The proposed project site would thus see fewer than half the diesel bus trips currently seen at the existing transit center on Pearl Street.

MTC is currently reviewing the project to determine whether additional hot spot analysis will be needed to support their determination of conformity. The Final MND will include the determination from MTC and any supporting information prepared as part of their determination. No mitigation is required.

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

***Less-than-Significant Impact.*** Air pollutant emissions would be generated by the operation of the 2,000 additional square feet of administrative office space and associated trips, but the analysis completed for this initial study was conservatively based on the addition of 8,000 additional square feet of office space.

As described under heading (b), BAAQMD has established thresholds of significance for air pollutants including ozone precursor pollutants (ROG and NO<sub>x</sub>), and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) as part of an effort to attain and maintain ambient air quality standards of the San Francisco Air Basin. Daily and annual project emissions of ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> are discussed below. More detailed emissions information is provided in **Appendix A**.

Project Emissions

As shown in **Table 5** and **Table 6**, emissions from annual operation and daily operation of the project are substantially lower than the annual and daily significance thresholds for all ozone and particulate pollutants.

As the project would not exceed any threshold established by the BAAQMD for criteria pollutants it would not result in a cumulatively considerable increase in any criteria pollutant. Therefore, operational air quality impacts would be less than significant.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

***Less than Significant with Mitigation Incorporated.*** Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy long-term air pollutant levels. Construction activities would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to the adjacent residential units located north of the project site.

Construction and grading activities produce combustion emissions from various sources, including heavy equipment engines, asphalt paving, and motor vehicles used by the construction workers. On-site construction activities would vary depending on the level of construction activity. As shown in **Table 4**, daily emissions from construction are substantially lower than the daily significance threshold for all ozone and particulate pollutants (ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>).

As the project would require demolition, site preparation, and grading to develop the transit center and NCTPA administrative office building, project construction could expose nearby sensitive receptors (primarily the residents in the adjacent residential neighborhoods) to air pollutants such as particulate matter (dust). Dust emissions would be created during site preparation and, to a lesser extent, during building construction. These activities would increase dust and would locally elevate levels of particulates (especially PM<sub>10</sub>) downwind of construction activity.

Construction control measures identified in **Mitigation Measure III-1** below would minimize construction-related emissions to a less-than-significant level.

**Mitigation Measure III-1:** Prior to the issuance of buildings or grading permits, the City shall ensure that project plans incorporate the following measures contained in Table 2 of the BAAQMD CEQA Guidelines to reduce construction period air quality impacts. NCTPA and the City shall ensure that all measures are implemented during construction:

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- The contractor or NCTPA official shall post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's phone number shall also be visible to ensure compliance with applicable regulations.
- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install windbreaks, or plant trees/vegetative windbreaks at the windward side(s) of construction areas.
- Suspend excavation and grading activity when sustained winds exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

**Significance after Mitigation: Mitigation Measure III-1** includes all feasible measures for construction emissions identified by the BAAQMD that are relevant to the project. Implementation of all of the measures described above would reduce construction impacts of the project to a less-than-significant level.

**e) Create objectionable odors affecting a substantial number of people?**

*Less than Significant with Mitigation Incorporated.* Operation of the proposed transit center and administrative NCTPA offices are not expected to produce any offensive odors that would result in odor complaints. Buses would enter and exit the project site from Burnell Street, and odors would be similar to cars and trucks passing through the public rights-of-way along Soscol, Fourth Street, and Burnell Street. However, the idling of diesel engines for an extended period of time could be considered an impact to the adjacent residential neighborhood.

**Mitigation Measure III-2:** The construction plans shall clearly indicate the following requirements for all vehicles: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to three minutes.<sup>4</sup> Clear signage shall be provided for construction workers at all access points.

**Significance after Mitigation:** Implementation of **Mitigation Measure III-2** would ensure that exhaust emissions are reduced to the maximum extent feasible. Implementation of this measure would reduce impacts from emissions generated by idling during construction and operation to a less-than-significant level.

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<sup>4</sup> The limitation on idling time is also part of a related potential periodic noise impact discussed in Section XII.

## IV. Biological Resources

	Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse impact 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Project Setting

The project site is developed within an urban context and is currently utilized for light industrial uses. The project site contains several buildings housing light industrial businesses, including auto repair and metal working. The project site lacks native vegetative cover, riparian habitat, wetlands, streambeds, and woodlands. There is one tree present on the southeast corner of the project site. The tree, located on Burnell Street, is not listed in the City of Napa's Significant Tree Registry.<sup>5</sup>

According to maps prepared by the U.S. Fish & Wildlife Services (FWS), there are 12 federally protected species and two critical habitats in the map quadrant in which the project site is located.<sup>6</sup> However, due to the urbanized developed conditions of the project site and the lack of natural habitats on site, no special-status species or special-status wildlife habitats are expected to occur on the project site.

Despite the lack of natural habitat area on the project site, one protected special status species (pallid bat) is known to roost in manmade structures. Bats tend to favor roosting in dark, quiet, enclosed spaces, where there is little human activity.<sup>7</sup> The project site is an unlikely location for such for the species insofar as the site is fully occupied by light industrial uses such as a metal working shop and an auto repair business. The everyday activities of these businesses generate substantial noises, including from the use of pneumatic equipment, which would diminish the likelihood of roosting bats on the project site.

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<sup>5</sup> City of Napa. Registry of Significant Trees, Honoring and Preserving Napa's Tree Heritage. <<http://www.cityofnapa.org/images/CDD/planningdivisiondocs/libraryofdocuments/significant%20tree%20list.pdf>>. Accessed June 29, 2010.

<sup>6</sup> U.S. Fish and Wildlife Service, Sacramento Fish & Wildlife Office. Federal Endangered and Threatened Species that Occur in or may be Affected the Projects in the NAPA (500D) U.S.G.S. 7 ½ Minute Quad. Last Updated: April 29, 2010. <[http://www.fws.gov/sacramento/es/spp\\_lists/QuickList.cfm?ID=500D](http://www.fws.gov/sacramento/es/spp_lists/QuickList.cfm?ID=500D)>. Report Date: June 21, 2010.

<sup>7</sup> City of Napa, Community Redevelopment Agency. June 2007. Recirculated and Revised Draft Program Environmental Impact Report for the City of Napa Soscol Gateway Redevelopment Project Area and Specific General Plan, Zoning and Design Guidelines Policy Changes. Section 4.4 Biological Resources, page 123.

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

**and**

**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 U.S. Fish and Wildlife Service?**

***No Impact.*** The project site is fully developed with several light industrial buildings. Virtually 100 percent of the site is covered in hardscape (buildings or paved surfaces). The site contains no sensitive plants or animal species, no riparian habitat, or other sensitive communities. The likelihood of candidate, sensitive, or special status species to occur on the site is slim due to the project site's highly developed context. Therefore, the project would not impact species identified as a candidate, sensitive, or special-status species, riparian habitat or other sensitive plant communities.

**c) Have a substantial adverse impact 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?**

***No Impact.*** The project site is fully developed with buildings and paved surfaces. Project construction and operation would not involve the removal, filling, or other disturbances of any riparian or wetland areas. Therefore, the project would not result in any impacts to federally protected wetlands.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

***No Impact.*** The project site is surrounded by substantially developed urban areas. Nearby Soscol Avenue and Third Street accommodate substantial volumes of traffic. The project site contains no trees that might host migratory bird species. The project site lacks native vegetative cover and features that could facilitate wildlife movement (i.e., streambeds or woodlands). Therefore, the project would not impact wildlife movement corridors.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

***No Impact.*** The project site is currently developed within an urban context and does not contain or host any known, substantial biological resources. Given the lack of potential biological resource habitat and the lack of vegetation on site, the project could not conflict with any local policies protecting biological resources.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The project site is not located within any habitat conservation plan area nor any natural community conservation plan. The Solano County Water Agency (SCWA) is preparing a Final Solano Multispecies Habitat Conservation Plan (HCP). The HCP would not include the City of Napa nor the project site within its jurisdiction as its boundaries are located ten miles east of Napa. A Public Draft is anticipated to be released by late 2010 and adopted in 2011.<sup>8</sup> The closest enacted habitat conservation plan is the Sonoma County Office of Education, Low-Effect Habitat Conservation Plan (SCOE LE HCP) adopted in 2008, approximately 25 miles from the project site.<sup>9</sup> Owing to this distance, the project would not conflict with any adopted habitat conservation plan.

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<sup>8</sup> Chris Lee, Supervising Environmental Scientist, SCWA. Personal Communication, July 19, 2010.

<sup>9</sup> U.S. Fish and Wildlife Services, Sacramento Fish and Wildlife Office. Conservation Plans and Agreements Database. Available at: <[http://ecos.fws.gov/conserv\\_plans/servlet/gov.doi.hcp.servlets.PlanReportSelect?region=8&type=HCP](http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReportSelect?region=8&type=HCP)>. Last Accessed: July 19, 2010.

## V. Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Project Setting

A records search of the California Historical Resources Information System (CHRIS) report was prepared for the project site, dated June 10, 2010, and is included in its entirety as **Appendix B** to this Initial Study.

### *Historic Period Resources*

A Historic Resource Assessment was conducted as part of the Programmatic Environmental Impact Report for the Soscol Gateway Redevelopment Project Area. Structures that are age-eligible (50 years or older) were identified within the project area. The most proximate potentially historic buildings to the project site are residential structures located along the northern front of the project site across Fourth Street. As of July 2010, the City's Cultural Heritage Commission is considering a local landmark district designation for the East Napa Neighborhood, which includes the potential historic residential structure on Fourth Street but excludes the project site.<sup>10</sup>

<sup>10</sup> Jennifer LaLiberte, City of Napa Economic Development Division. Personal Communication, July 15, 2010.

According to the CHRIS search, the Napa Valley Wine Train railroad is a recorded historic resource located 150 feet to the west of the project site. Historic literature indicated that the Napa Valley Railroad Company began construction in the area in 1864. A 1919 and 1942 Sonoma 15" topographic quadrangle map include the adjacent railroad (1919) and an urban area within and adjacent to the project area (1942).

#### *Native American Cultural Resources*

Per the findings of the CHRIS search, there is a moderate potential of identifying unrecorded historic-period archaeological resources in the project area. The project site is located on an alluvial terrace about 500 feet from a bend in the Napa River at the river's confluence with Napa Creek. Based on previous evaluations of sites with similar environmental factors and features, there is a moderate potential of identifying unrecorded Native American resources in the project area. Given this potential, a Sacred Lands File and Native American Contact List Request was filed with the Native American Heritage Commission (NAHC). The records search performed by the NAHC did not indicate the presence of Native American cultural resources within the immediate project area. The NAHC provided a list of Native American individuals and tribal organizations to contact for information regarding any known and recorded Native American resources or sites in the project area. These organizations were contacted by mail on August 3, 2010; as of September 1, 2010, NCTPA has received no comment from these organizations regarding the potential presence of any such resources on the project site.

#### *Paleontological Resources*

Archeological and paleontological sites are most frequently situated near water sources at low elevations and away from steep slopes or mountainous terrain.<sup>11</sup> A citywide archeological/paleontological sensitivity survey was conducted in 2001.<sup>12</sup> Given that the project site is located adjacent to the Napa River away from steeply sloped hillsides, there is a reasonable presumption that paleontological resources may exist adjacent to or on the project site. A paleontological resources search (fossil locality search) performed using the University of California, Berkeley, Museum of Paleontology's MioMap indicate no previous finds of paleontological resources on or in the immediate vicinity of the project site. According to MioMap database, the closest paleontological find is of a mammal fossil located in Petaluma, approximately 20 miles west of the project site.

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<sup>11</sup> Napa Community Redevelopment Agency. August 2007. Final Program EIR for the Soscol Gateway Redevelopment Project Area and Policy Changes.

<sup>12</sup> Napa Community Redevelopment Agency. August 2007. Final Program EIR for the Soscol Gateway Redevelopment Project Area and Policy Changes.

**a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5**

***Less-than-Significant Impact.*** There are no historic resources on the project site. The existing buildings on the project site were constructed after 1965 but prior to 1982 as depicted in historical aerial photos taken of the project site.<sup>13</sup> Since the buildings are less than 50 years old, they are not eligible to be designated as historical resources in the California Register.

The nearby historic resources are associated with the Napa Valley Wine Train (Wine Train). The railroad tracks closest to the project site are fenced with conventional chain-link fencing. The Wine Train continues to operate along the nearby tracks and uses the nearby depot. The project site is also across Fourth Street from the proposed East Napa Neighborhood local historic district.

The proposed project would result in an additional transportation-related use operating in the vicinity of these historic resources which developed in and around transportation related uses. Such a use on the project site would be consistent with the urban, built-up character of the surrounding area. The project would therefore not disrupt or change the character of the existing environment as it is reusing the project site for transit development. Therefore, the project would result in a less-than-significant impact to these historic resources. No mitigation is necessary.

**b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5**

***Less than Significant with Mitigation Incorporated.*** Although the CHRIS search identified no known archaeological resources on the previously graded and disturbed project site, project construction could potentially uncover unknown or unrecorded archeological resources. Excavation and soil disturbances during construction could damage or destroy these artifacts. Mitigation is therefore required. **Mitigation Measure V-1** and **Mitigation Measure V-2** would address the impacts related to the potential discovery of archeological artifacts on the project site.

**Mitigation Measure V-1:** In the event that buried archeological resources are encountered during project grading, site preparation, or construction, the City of Napa shall require the project contractor to temporarily halt construction and/or grading activities within 100 feet of any find until a qualified archaeologist meeting federal criteria under 36 CFR 61 can assess the significance of the find and provide proper management recommendations. A qualified archeological monitor shall inspect the findings within 24 hours of discovery. Prehistoric cultural materials include but are not limited to midden deposits, hearth remains, stone

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<sup>13</sup> Geocon Consultants, Inc. (November 2006). Draft Phase I Environmental Site Assessment for the Napa Intermodal Transit Center & Mixed-Use Development Site.

and/or shell artifacts, and/or burials. Historic material, including but not limited to whole or fragmentary ceramic, glass or metal objects, wood, nails, brick, or other materials may occur within the project area in deposits such as old privies, dumps, or as part of earlier fill.

While deposits of prehistoric or historic archeological materials should be avoided by project activities, if the deposits cannot be avoided, the City of Napa shall require that a qualified archeologist evaluate the resources for their potential historic significance. If the deposits are determined to be non-significant by a qualified archeologist, avoidance is not necessary. If the deposits are determined to be potentially significant by the qualified archeologist, the resources shall be avoided. If avoidance is not feasible, project impacts shall be mitigated in accordance with the recommendations of the qualified archaeologist, in coordination with the County and CEQA Guidelines Section 15126.4 (b)(3)(C), which requires implementation of a data recovery plan. Upon completion of the qualified archaeologist's assessment, the qualified archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the discovered archaeological materials. The report shall be submitted to the project applicant, the County, and the Northwest Information Center. Once the report is reviewed and approved by the County and any appropriate resource recovery and/or mitigation measures are completed, project construction activity within the area of the find may resume.

**Mitigation Measure V-2:** Prior to the issuance of grading permits, the City of Napa shall require that the project applicant and project contractor provide documentation that all construction crews that will work on the project have undergone a training session to inform them of the potential for previously undiscovered archaeological resources within the project area, of the laws protecting these resources and associated penalties, and of the procedures to follow should they discover cultural resources during project-related work.

**Significance after Mitigation:** **Mitigation Measure V-1** and **Mitigation Measure V-2** would reduce potential project impacts to any unique cultural resources to a less-than-significant level.

**c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features?**

***Less than Significant with Mitigation Incorporated.*** Paleontological resources include, but are not limited to, fossil and material remains. Certain strata of soils and bedrock are associated with having an increased likelihood of containing fossils or other paleontological resources. Given that paleontological sites are most frequently situated near water sources at low elevations and away from steep slopes or mountainous terrain—similar to that of the project area—there is a reasonable presumption that paleontological resources may exist adjacent to or on the project site. The MioMap database does not identify unique paleontological resources, sites, or geological features within the project area. However, the potential to encounter unknown paleontological resources on the project site during grading and construction still exists. **Mitigation Measure V-3** would address potential impacts to unknown paleontological resources.

**Mitigation Measure V-3:** In the event that paleontological resources are encountered during project grading, site preparation, and/or construction, the City of Napa shall require the project contractor to temporarily halt construction and/or grading activities within 100 feet of the find until a qualified paleontologist can assess the significance of the find and provide proper management recommendations. The grading permit authorized for the project shall be temporarily suspended until the proper management instructions recommended by a qualified paleontologist are addressed.

**Significance after Mitigation: Mitigation Measure V-3** would reduce the potential project impacts to paleontological resources to a less-than-significant level.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

***Less than Significant with Mitigation Incorporated.*** While no records exist regarding any finding of human remains during previous construction on the project site, the CHRIS search indicates that there is a potential that the project area harbors Native American resources, including human remains. If human remains of Native American origin are discovered on the project site during grading and/or construction, it would be necessary to comply with regulations governing the disposition of Native American remains, as set forth by the State of California and administered by the Native American Heritage Commission (NAHC). **Mitigation Measures V-4 and V-5** would address the impacts related to the potential discovery of human remains on the project site.

**Mitigation Measure V-4:** If human remains are encountered during ground-disturbing activities within the project area, the City shall require the project contractor to stop work within 25 feet of the discovery and the project contractor shall immediately notify the County of Napa Coroner's Office. At the same time, a qualified archaeologist meeting federal criteria under 36 CFR 61 shall be contacted by the project applicants and project contractor to assess the situation and consult with the appropriate agencies. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods. The grading permit authorized for the project shall be temporarily suspended until the instructions recommended by the qualified archeologist and/or Native American Heritage Commission are adhered to.

Upon completion of the assessment, the qualified archaeologist shall prepare a report documenting the background to the finds, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the project applicant, the County, and the Northwest Information Center. Once the report is reviewed and approved by the County, and any appropriate treatment completed, project construction activity within the area of the find may resume.

**Mitigation Measure V-5:** Prior to the issuance of grading permits, the City of Napa shall require that the project applicant and project contractor provide documentation that all construction crews that will work on the project have undergone a training session to inform them of the presence and nature of federal or state-eligible cultural resources and the potential for previously undiscovered archaeological resources and human remains within the project area, of the laws protecting these resources and associated penalties, and of the procedures to follow should they discover cultural resources during project-related work.

**Significance after Mitigation:** **Mitigation Measure V-4** and **Mitigation Measure V-5** would reduce the project's potential impacts to any human remains discovered on the project site to a less-than-significant level.

## VI. Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Setting:

According to the City of Napa General Plan, no known active or potentially active faults are located in the City of Napa. The project site is not within an Earthquake Fault Zone as delineated by the Alquist-Priolo Earthquake Fault Zoning Act. The closest faults to the site include the Cordelia, Green Valley, Ma'acama and West County faults.

While the project is not within a designated Earthquake Fault Zone, the project site is located within the seismically active San Francisco Bay Area region. Given several known seismically active faults in the region, the site would potentially be subject to strong ground shaking in the event of an earthquake.

The Initial Study prepared in association with the Soscol Gateway Redevelopment EIR concluded that all potential impacts related to geology and soils would be fully mitigated through the implementation of General Plan Policies HS-1.1 through 1.6, HS-2.1, and 2.2, which require that all new buildings are constructed in conformance with the most recently adopted Uniform Building Code and require a geologic study for projects with large client populations.

**a. i) 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?**

**No Impact.** No known active or potentially active faults cross the project site. The project would not expose people or buildings to known risks of fault rupture. No mitigation is required. Impacts related to seismic shaking are discussed below under item a.ii).

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

**and**

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

**Less than Significant with Mitigation Incorporated.** According to the Redevelopment EIR, the Soscol Gateway Redevelopment project is not expected to result in adverse impacts related to geology or soils, as such impacts would be fully mitigated through adherence to General Plan Policies HS-1.1 through 1.6, HS-2.1 and 2.2. In accordance with these policies, **Mitigation Measure VI-1** would minimize geologic related impacts to a less-than-significant level by requiring the preparation of a geotechnical report prior to any new construction. Additionally, the City of Napa's Policy Resolution 27 sets forth numerous standard conditions of approval, including the requirement that all construction activities shall meet the Uniform Building Code regulations for seismic safety. With adherence to

General Plan policies and the standard conditions of Policy Resolution 27, the project would result in a less-than-significant impact related to seismic ground shaking and seismic-related ground failure.

**Mitigation Measure VI-1:** Prior to the issuance of a building permit, the City Building Official shall review and approve a project-specific geotechnical report. The City Building Official shall ensure that the seismic safety recommendations of this report are included as conditions of building permit issuance.

**Significance after Mitigation:** **Mitigation Measure VI-1** would reduce to a less-than-significant level the potential exposure of people or structures to adverse impacts resulting from seismic-related ground shaking or ground failure.

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

*No Impact.* The project site and its immediate surroundings are relatively flat and do not contain steep slopes or hillsides that would be susceptible to landslides. Therefore, no impact related to landslides would occur as a result of the project.

**b) Would the project 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?**

and

**d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?**

*Less than Significant with Mitigation Incorporated.* Implementation of **Mitigation Measure VI-1** would require City approval of a project-specific geotechnical study that would identify any potential impacts that could result from expansive or unstable soils. Additionally, the standard conditions of Policy Resolution 27 require that the project applicant provide an erosion and sediment control plan and a schedule for implementation of approved measures to the Public Works Director for approval with the first improvement plans submitted for review. No grading and excavation shall be performed except in accordance with the approved plan and schedule.

With adherence to the standard conditions of Policy Resolution 27 and implementation of **Mitigation Measure VI-1**, the project would result in a less-than-significant impact related to expansive soils.

**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?**

***No Impact.*** The project does not propose the use of septic tanks. The project site is already connected to existing wastewater mains, and the Napa Sanitation District would treat the wastewater generated by the project. No impact would occur.

## VII. Greenhouse Gas Emissions

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Project Setting

To date, the City of Napa has not adopted any City-specific climate action plan nor conducted its own inventory of greenhouse gas emissions. However, Napa County has prepared a draft Napa Countywide Community Climate Action Plan (draft CAP) which was released in October 2009. The CAP will be implemented by Napa County and all the cities located in Napa County. The draft CAP includes a community inventory of greenhouse gas (GHG) emissions based on the year 2005. As shown in **Table 7**, the City of Napa accounts for 38 percent of the total Napa Countywide Emissions.

**Table 7. Napa County 2005 Greenhouse Gas Emissions**

Jurisdiction	2005 GHG Emissions Expressed in Metric Tons of CO2 Equivalent (MTCO2e)
City of Napa	455,062
Total Napa Countywide Emissions	1,200,281

Source: Draft Napa Countywide Community Climate Action Plan, 2009.

According to the draft CAP, the transportation sector accounts for 53 percent of GHG emissions countywide. Within the City of Napa, transportation emissions account for 49 percent of the City's 2005 emissions. The City is currently focusing on efforts to encourage mixed-use development, enhance urban-centered growth, and create live/work and pedestrian- and bicycle-friendly neighborhoods.

Project emissions analyzed here relate to the 2,000 square foot increase in the size of NCTPA's administration building and the projected increase in GHG emissions related to the potential for increased automobile travel to the building. The analysis focuses on this incremental increase to determine whether the operation of project would result in a significant impact related to GHG emissions. While industrial uses currently on the project site generate some level of GHG emissions, this analysis takes a conservative approach in assuming a "zero baseline" of emissions on the project site. However, as NCTPA bus routes would not increase or change substantially with the project, modeling results do not include any bus-related emissions. Notwithstanding, NCTPA is in the process of converting its current fleet of diesel buses to hybrid-electric vehicles. Such vehicles would be expected to emit a lower level of pollutants, including a lower level of GHGs.

For this project, the URBEMIS 2007 model (Version 9.2.4) was used to estimate both construction period and operational period GHG emissions. The URBEMIS 2007 output was then entered into the Bay Area Air Quality Management District's Greenhouse Gas Model (BGM) to provide a complete GHG emissions inventory for the project. The BGM accounts for emissions in the following categories: transportation electricity usage, water and wastewater, and solid waste. **Appendix A** includes detailed calculation sheets from this analysis.

This analysis utilized the BAAQMD GHG threshold of 1,100 metric tons of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e) to determine whether the project would result in a significant level of GHG emissions.

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

***Less-than-Significant Impact.*** Both construction period and operational period project activities have the potential to generate greenhouse gas (GHG) emissions. GHG emissions from the project would result from construction activities, electricity used to operate the building, vehicles transporting solid waste from the project site, emissions from the breakdown of waste within a landfill, electricity used for water and wastewater conveyance, emissions from NCTPA employee vehicles traveling to and from the site, and emissions from the buses traveling to and from the site. However, as stated previously, this analysis excludes buses insofar as the buses already contribute GHG emissions; the project would simply reroute the buses without any substantial change to their GHG emissions profile.

Construction Impacts

The BAAQMD has not set forth a threshold for construction-period GHG emissions. The URBEMIS 2007 model estimates that the estimated 18 month construction period would generate a total of approximately 215 metric tons of CO<sub>2</sub> equivalent gases. Although there is no adopted threshold for construction-period GHG emissions, it is noteworthy that the expected construction-period emissions represent a small percentage (0.05 percent) of the City's year 2005 GHG emissions.

## Operational Impacts

Long-term, operational GHG emissions would result from area and mobile sources, conveyance of water and waste water, and indirect emissions from stationary sources that produce electricity.

Project-specific analysis included in **Appendix A** concluded that the project would result in approximately 220 metric tons of unmitigated CO<sub>2</sub> equivalent emissions annually during project operation. These operational GHG emissions are substantially lower than the BAAQMD threshold of 1,100 metric tons CO<sub>2</sub> equivalent emissions. Therefore, project impacts related to GHG emissions are considered less than significant.

### **b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

***Less-than-Significant Impact.*** Neither Napa County nor any individual jurisdictions have adopted the draft Climate Action Plan (draft CAP) for the County. However, as demonstrated below, the project is generally consistent with key goals and policies of the draft CAP.

**Goal 1:** Expand Transportation and Mobility Options – Shift transportation from fossil fuel vehicles to transit, walking, bicycling, and renewably powered vehicles and invest in Napa County jobs.

**Action TM1.7:** Maintain and enhance existing express bus, local bus, and paratransit services, establish a northbound upvalley express bus during peak commute hours, and complete construction of a major transit center in central Napa.

**Action TM1.8:** Expand Park-and-Ride areas and other support facilities to encourage public transportation use and car and van pooling.

Goal 1 of the draft CAP is to expand transportation and mobility options in Napa County since transportation-related GHG emissions have been the County's most significant and fastest growing source of emissions. The project is consistent with this goal insofar as the project would allow for the continued operations of a central transit center near Downtown Napa.

The project is also consistent with Action TM1.7 of the draft CAP since the project would allow for ongoing operations of the Downtown Napa transit center in light of road closures related to the flood control project. The project would provide 12 park-and-ride spaces, consistent with Action TM1.8.

Insofar as the project would help the City achieve transit-related mobility goals, the project would assist the City in reducing GHG at the Citywide level, thus facilitating the City's ability to comply with state regulatory requirements such as SB 375. In all, the project would result in a less-than-significant impact with regard to any potential conflict with adopted plans, policies, and regulations related to GHGs.

## VIII. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Project Setting

Information in this section was drawn from a 2006 Phase I Environmental Site Assessment and a subsequent, related 2007 Phase II Environmental Site Assessment, each prepared by Geocon Consultants (Geocon). **Appendix C** includes both reports.

The Phase I ESA (Phase I) was prepared for a larger area, bounded by Soscol Avenue, Fourth Street, Burnell Street, and Sixth Street. The Phase I is divided into two sections: a “northern portion” that includes the project site, and a “southern portion” that covers the property along Sixth Street, known as 722 Soscol Avenue.

The Phase I was conducted in accordance with American Society for Testing and Materials (ASTM) standards to determine conditions on the site related to the presence of hazardous materials. As part of the Phase I, Geocon conducted a records search; interviewed owners, operators and occupants; reviewed historical aerial photography and topographic maps; and conducted a site reconnaissance. As part of the Phase II, Geocon obtained soil borings and groundwater samples for laboratory testing and analysis.

The Phase I concluded that no further investigation was required for the “northern” portion (i.e., the project site), but that soil and groundwater sampling should be conducted on the “southern” portion to more accurately characterize conditions following removal of an underground storage tank (UST) in 1990 at 722 Soscol Avenue. The Phase I also concluded that since the southern portion is located upgradient, contamination from that site could potentially affect the “northern” down-gradient portion through groundwater migration.

### **a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**No Impact.** Neither the proposed NCTPA administrative offices nor the transit center would involve routine transport, use, or disposal of hazardous materials. Hazardous materials are involved in the repair and service of the fleet; however, maintenance and repair of NCTPA buses would continue to be provided at the corporation yard located at 720 Jackson Street. **Figure 2** shows the project location relative to NCTPA’s existing corporation yard. Therefore, the project would not create a significant hazard to the public or the environment associated with hazardous materials.

### **b) 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?**

**Less than Significant with Mitigation Incorporated.** Historical records prepared as part of the Phase I indicate that the site was developed around 1970 and has been used for light industrial purposes such as automotive, iron works, wood, and machine shops since that time.

Industrial chemicals associated with the existing uses may pose a potential threat to workers during project construction. Specifically, aerially deposited lead and other hazardous materials associated with vehicle operation, such as oil, gasoline, or diesel fuel, could be present in the surface parking areas. Construction workers could be exposed to these materials during demolition and site preparation. **Mitigation Measure VIII- 1** would reduce potential impacts to a less-than-significant level.

**Mitigation Measure VIII-1a:** Prior to the issuance of a grading permit, the City Building Official shall require from the project applicant a project-specific Soil Management Plan (SMP) for review and approval. The SMP shall establish management practices for handling potentially hazardous materials during construction and demolition to reduce the potential for spills and to direct the safe handling of these materials, if encountered. The City Building Official shall incorporate pertinent recommendations of the SMP as conditions of permit approval.

**Mitigation Measure VIII-1b:** Prior to the issuance of a grading permit, the project applicant shall submit results of an additional groundwater grab sample to confirm the presence or absence of petroleum constituents, based on the detection during the earlier Phase II investigation of petroleum hydrocarbons in soils on the project site. The sampling shall be conducted with oversight from Napa County Department of Environmental Management (NCDEM) or the San Francisco Regional Water Quality Control Board (RWQCB) and any required remediation shall be completed prior to start of construction.

**Mitigation Measure VIII-1c:** If any contamination is discovered during site grading/construction, the contractor shall stop work immediately and contact the registered geologist from the County of Napa Department of Environmental Management for excavation and disposal protocols.

**Significance after Mitigation:** Less than significant. The preparation of a SMP, as described in **Mitigation Measure VIII-1a**, would provide guidance for handling potentially hazardous material potentially released during project construction and operation thereby reducing the impact to a less-than-significant level. Implementation of **Mitigation Measure VIII-1b and VIII-1c** would ensure that any contamination is addressed pursuant to County of Napa and RWQCB protocols.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

***Less-than-Significant Impact.*** The Oxbow School, a private, arts-oriented school, is located at 530 Third Street, approximately 0.15 miles northeast of the project site. No other school is located within a quarter-mile of the project site. As noted previously, the project would not routinely produce hazardous emissions, nor would the project introduce hazardous materials or hazardous emissions that would have a significant impact to students in the project vicinity. The impact is considered less than significant.

**d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and as a result, would it create a significant hazard to the public or the environment?**

*Less-than-Significant Impact.* The project is not located on a site that is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5. Since there have been no hazardous materials releases on the project site, the project would not create a significant hazard to the public or the environment.

The light industrial uses on the project site are regulated by local and state agencies such as the Regional Water Quality Control Board (RWQCB) and the state Department of Toxics Substances Control. As part of their authority, these agencies control permitting and reporting to ensure safety of workers and the public. The ASTM identifies certain uses as recognized environmental conditions (REC). An REC is defined by the ASTM as the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.

Because of the type of uses currently conducted on the project site, it contains one REC and two potential RECs. The known REC is a covered storage area containing paint, lubricants, antifreeze, and other unknown contents outside of 735 Fourth Street. The two potential RECs include a former hoist once located at 675 B Burnell Street and an in-ground hoist at 675 A Burnell Street.

According to the records search conducted as part of the Phase I, all of these uses are operating according to regulations and no releases or violations have been reported or documented.

The Phase I recommended further testing related to the removal of a UST as well as ongoing operations at 722 Soscol Avenue. This site, south of the project site, hosts Bell Products Inc., a sheet metal products manufacturer. Further testing conducted as part of a Phase II investigation confirmed that petroleum hydrocarbons and metals detected in soil and groundwater samples are within acceptable thresholds set by the San Francisco Bay Regional Water Quality Control Board and the California EPA. Although one elevated arsenic level was reported from a soil sample, it is within the range of naturally occurring background levels of arsenic in soil which may have resulted from past agricultural use. The site would not pose a potential hazard to the project site through down-gradient groundwater migration. Moreover, both sites are almost entirely covered with hardscape (pavement or buildings), with few areas of exposed soil.

Because the project site is not included on any list of hazardous materials sites, and because the adjacent property has been subjected to further investigation that confirmed it would not pose any hazard to the proposed use of the project site, impacts are considered less than significant and no mitigation is required.

**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?**

**and**

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The project would not result in the direct exposure of any persons in the project vicinity to risks associated with public or private airstrips. The project site is not within the Napa County Airport Land Use Commission jurisdiction and is not located in an airport land use plan or within the vicinity of a public or private airport. The nearest airport to the project site is the Napa County Airport, located approximately 6 miles south of the project site. Due to the distance from the most proximate airport to the project site, aircraft over-flights would not pose a safety hazard to the project site or to the individuals working in the project area.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The City has designated flood evacuation routes from different areas of the City, to address seasonal flooding along the river during high tides and heavy rains.

The project site is not located on one of the City's designated evacuation routes. The nearest designed evacuation route is Highway 29, located one mile to the west of the project site across the Napa River. Furthermore, as part of the project approval, the City's Community Development Department would ensure that the site plan and design would not significantly impact safety on surrounding roadways, including evacuation routes or police and fire department access to the site. Thus, the project would not impact an adopted emergency response plan or emergency evacuation plan.

**h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The project site is located within an urbanized and developed area of the City and is not designated as a fire hazard area.<sup>14</sup> Thus, the project would not expose people or structures to wildfire hazards.

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<sup>14</sup> *Envision Napa, 2020: City of Napa, General Plan.* December 1998. Health and Safety. Figure 8-8, Wildland-Urban Interface Fire Hazard Areas, page 8-17.

## IX. Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage patterns 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Setting

*Water Supply*

The City has three sources of water: Lake Hennessey, Milliken Reservoir, and the State Water Project water delivered through the North Bay Aqueduct. The City Council approved and adopted the Urban Water Management Plan 2050 (UWMP) in 2006. The UWMP did not specifically include this project; however, the UWMP includes projected increases in water demand due to densification and intensification of both residential and non-residential uses. Groundwater is not utilized as a water source on the project site. Impacts related to municipal water supply are discussed in **Section XVI, Utilities and Service Systems**.

*Stormwater*

A National Pollutant Discharge Elimination Systems (NPDES) permit has been issued to the San Francisco Bay Regional Water Quality Control Board. All development projects that disturb (create or replace) one acre or more of land are subject to a State NPDES General Construction Permit and must submit a Notice of Intent to the State Water Resources Control Board.

The Napa County Stormwater Pollution Prevention Program (NCSPPP) is a joint effort of the County of Napa, the cities of American Canyon, Napa, St. Helena and Calistoga that share these NPDES permit requirements. The entities of the NCSPPP carry out their own individual stormwater pollution prevention programs. The City of Napa has adopted a Stormwater Runoff Pollution Control Ordinance to comply with the NPDES permit requirements.

*Flood Hazards*

In March 2010, the Federal Emergency Management Agency (FEMA) issued a letter of final determination on the proposed modified base flood elevations in the City of Napa. The modified base flood elevations affecting the Flood Insurance Rate Map (FIRM) and the corresponding revised map panels are effective as of September 29, 2010. According to the future FEMA issued flood maps, with the exception of a small sliver of land along the north

and east areas of the project site that will be delineated within a floodplain, a majority of the project site will be removed from the floodway and will be designated as Zone X. Zone X are areas with a 0.2 percent annual chance of encountering a damaging flood (in other words, a damaging flood every 500 years.)<sup>15</sup>

**a) Violate any water quality standards or waste discharge requirements?**

**and**

**f) Otherwise substantially degrade water quality?**

***Less-than-Significant Impact.*** Ground disturbing activities associated with construction of the project could deposit sediment on street surfaces. As the project site is approximately one-acre, it would be subject to the requirements of the City's NPDES permit. The project would also be required to comply with stormwater management provisions set forth in the City's High Performance Building Requirements. These requirements include incorporation of Best Management Practices to limit illicit discharges of (potentially contaminated) stormwater during construction. The project would be required to comply with the City's Best Management Practices for erosion and sedimentation control during the construction period, as outlined in the NPDES permit. As one-acre of land would be disturbed during construction, the project would also be subject to a State NPDES General Construction Permit and must submit a Notice of Intent to the State Water Resources Control Board.

Additionally, the project would be subject to the City's "Post Construction Stormwater Pollution Prevention Design Standards." Under the City's High Performance Building Requirements, all new construction is subject to these post-construction requirements intended to reduce the amount of polluted stormwater exiting the project site. The High Performance Building Requirements also encourage project plans to incorporate best management practices to limit stormwater runoff. Compliance with the required elements of the High Performance Building Requirements would ensure that the project does not result in any violation of water quality of waste discharge standards.

With project improvements, impervious area on the project site is reduced from about 53,000 square feet to about 46,000 square feet, a reduction of about 13 percent. This reduction is achieved through the inclusion of several stormwater-retaining features, described below. The reduction of impervious surface on the project site would reduce the amount of stormwater runoff during rain events.

Stormwater runoff from the project site would be collected via a closed stormdrain system and conveyed into the City of Napa storm drain infrastructure at Eighth Street and Burnell Street. To minimize the offsite transport of pollutants, the parking area will discharge stormwater runoff to a vegetated bioswale to infiltrate and treat stormwater prior to entering

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<sup>15</sup> <http://msc.fema.gov/webapp/wcs/stores/servlet/CategoryDisplay?catalogId=10001&storeId=10001&categoryId=12001&langId=-1&userType=G&type=1&dfirmCatId=12009&future=tru> e. Accessed June 28, 2010.

the City's storm drain system. Stormwater runoff from the bus bay area will be collected in catch basins and discharged through a solid separator to remove fine sediments and heavy metals before leaving the site. In addition, a parking lot sweeping program may be implemented to clean parking areas. Source control measures such as stormwater conveyance system stenciling/signage and efficient irrigation will be included in the project design to eliminate pollutant contact with stormwater. Therefore, project implementation with the proposed storm management facilities, would not violate water quality standards to degrade the water quality level on the project site. Impacts related would be less than significant.

**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?**

*No Impact.* The City of Napa currently relies on surface water exclusively and has no programs in place involving groundwater use. The City currently provides potable water services to the existing uses on the project site. According to the UWMP, current water supply sources are provided by surface water bodies. Therefore, the project would not have any impact on groundwater supplies.

**c) Substantially alter existing drainage patterns in a manner which would result in substantial erosion or siltation on or off-site?**

**and**

**d) Substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?**

*Less-than-Significant Impact.* Implementation of the project would not substantially change the existing drainage pattern on the project site. The project site is almost wholly covered by impervious surfaces and contains existing stormwater drainage facilities. The project site is generally level and the proposed development would maintain the topography of the site. As mentioned in the **Project Description**, proposed improvements would actually decrease the amount of impervious area and thus the amount of runoff from existing conditions.

With project improvements, impervious area on the project site is reduced from about 53,000 square feet to about 46,000 square feet, a reduction of about 13 percent. This reduction is achieved through the inclusion of several stormwater retaining features, described below. These improvements would beneficially alter the existing drainage patterns in a manner that would prevent substantial erosion, siltation, and/or flooding.

As noted above, the project would be subject to requirements set forth in the City's NPDES Permit as well as the City's High Performance Building Requirements. These regulations impose strict controls on construction and post construction activities such that offsite drainage would be improved. Therefore, this impact would be less than significant.

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?**

*Less-than-Significant Impact.* The City of Napa storm drains would have adequate capacity to serve the project (see **Section XVII, Utilities and Service Systems**). Furthermore, as discussed in the **Project Description** and under subheadings (a), (c), (d), and (f), the project would result in a 13 percent reduction in impervious surfaces and would provide two types of stormwater treatment facilities: bioswales and solid separators. The reduction in impervious area on the project site and the implementation of treatment facilities is expected to decrease the rate and volume of stormwater runoff discharge from the project site.

**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?**

**and**

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

*Less-than-Significant Impact.* According to the Federal Emergency Management Agency (FEMA), flood maps issued for the project area that become effective on September 29, 2010, show that a majority of the project site, with the exception of a small sliver of land along the north and east area of the project site that would be delineated within a floodplain, is not located within the 100-year flood hazard area. The project site is located in the 500-year flood hazard area and thus has a 0.2 percent chance of annual flooding. Since the project would not place housing or structures within a 100-year flood hazard area, impacts would be less than significant.

**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?**

*Less-than-Significant Impact.* Per the Safety Element of the City's General Plan, a substantial area around the Napa River channel is subject to inundation in the event of a catastrophic failure of the Conn or Milliken Dams. The General Plan shows the project area to be within area susceptible to inundation in the event of dam failure. However, the General Plan notes that the likelihood of such failures is very low; the dams are designed to withstand major earthquakes. Therefore, the project would not result in the exposure of people or structures to any significant risk related to flooding as a result of dam failure.

**j) Inundation by seiche, tsunami, or mudflow?**

*No Impact.* The project site is located approximately 12 miles from the San Pablo Bay and approximately 35 miles from the Pacific Ocean. Due to the distance from these bodies of water, the project site would not be subject to inundation by an ocean-generated seiche or tsunami. Given the project site's relatively flat topography and distance from exposed hillside areas, the risk of mudflow inundating the site is remote. No mitigation is required.

## X. Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Setting

The City of Napa sets forth allowable land uses in its General Plan and Zoning Code. The General Plan designates the project site for “Mixed Use.” The Zoning Code provides a “Mixed Use Gateway” zoning designation.

The project site is in light-industrial use. Lands surrounding the project site are characterized by a mix of residential, public-serving (Napa County Fairgrounds), and commercial uses.

#### **a) Physically divide an established community?**

**No Impact.** The project would involve the relocation of a transit center, including bus shelters, a parking lot, and administrative offices for NCTPA. The project would represent an infill development as project site is within an already develop urban context.

Rather than present a division, the project affords an opportunity to unify the community by promoting connectivity across the Napa River to downtown. Relocating bus stops from the existing Pearl Street transit center to the project site will encourage pedestrian and bicycle activity in the immediate neighborhood. The project would not otherwise present any physical disruption of the existing community.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** As previously discussed, the project's land use and zoning designation is that of "Mixed-Use." The General Plan encourages Mixed-Use development to provide opportunities for affordable housing, active commercial locations, to minimize the need for automobile travel, and to allow for cultural and entertainment activities that complement and support the Downtown area. Implementation of the project is in accordance the land use designation's allowable development as the transit center would promote alternate forms of transportation that would minimize automobile travel.

Further, since 2003, the NCTPA in coordination with the City of Napa had envisioned a replacement downtown Napa transit center which would promote accessibility to the areas east of the Napa River. In the Soscol Gateway Vision, a conceptualized plan for the Soscol neighborhood redevelopment adopted in 2004, the City announced of its intentions to develop a transit center within the project area. After several studies conducted to determine the preferred location for a new transit center, the City and the NCTPA in 2005 formally designated the project site the new home of the Soscol Gateway Transit Center. The Soscol Gateway Redevelopment EIR confirmed the plans for a transit center at the project site.

According to the Zoning Code (Section 17.20.030), the project site is subject to zoning regulations set forth by in Soscol Corridor/Downtown Riverfront Development & Design Guidelines (Soscol Guidelines). The proposed 30-foot building height would be between the minimum (20 feet) and maximum (40 feet) height limits. The Soscol Guidelines require surface parking lots to be located to the side and/or rear of the building. The project would provide a total of 44 surface parking spaces located to the rear of the administrative building. The project will also provide 18 shade trees for the 44 surface parking stalls. This exceeds requirements of the Soscol Guidelines, which calls for a ratio of one shade tree for every five parking stalls.

Overall, the project is consistent with City land use and zoning designations for the project site. Therefore, the project does not conflict with any applicable land use plan, policy, or regulation adopted by an agency to avoid or mitigate environmental effects.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The project site is not located within any habitat conservation plan area or any natural community conservation plan. The Solano County Water Agency (SCWA) is preparing a Final Solano Multispecies Habitat Conservation Plan. The HCP area does not include the City of Napa or the project site; the closest HCP boundary is located ten miles

east of Napa. A Public Draft is anticipated to be released in late 2010 and adopted in 2011.<sup>16</sup> The closest enacted habitat conservation plan is the Sonoma County Office of Education, Low-Effect Habitat Conservation Plan (SCOE LE HCP) adopted in 2008, approximately 25 miles from the project site.<sup>17</sup> Owing to this distance, the project would not conflict with any adopted habitat conservation plan.

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<sup>16</sup> Chris Lee, Supervising Environmental Scientist, SCWA. Personal Communication, July 19, 2010.

<sup>17</sup> U.S. Fish and Wildlife Services, Sacramento Fish and Wildlife Office. Conservation Plans and Agreements Database. Available at: <[http://ecos.fws.gov/conserv\\_plans/servlet/gov.doi.hcp.servlets.PlanReportSelect?region=8&type=HCP](http://ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReportSelect?region=8&type=HCP)>. Last Accessed: July 19, 2010.

## XI. Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Setting

According to the California Department of Conservation Geological Survey, the project site is outside of any areas of known mineral importance or history of mining.<sup>18</sup> The Syar quarry is located approximately 2.5 miles south of the project site and is the most proximate mineral resource area to the project site.<sup>19</sup>

**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?**

**and**

**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?**

***No Impact.*** There are no known mineral resources within or adjacent to the project area. Therefore, the project will have no impact upon mineral resources.

<sup>18</sup> California Department of Conservation, CA Geological Survey. Aggregate Availability in California, 2006. Available at: <[http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS\\_52\\_map.pdf](http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS_52_map.pdf)>.

<sup>19</sup> Napa County General Plan. June 2008. Agricultural Preservation and Land Use.

## XII. Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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 the other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Setting

#### *Fundamentals of Noise*

Noise can be described as any unwanted or objectionable sound. Noise is typically generated by transportation, specific land uses, and on-going human activity. The effect of noise on individuals and communities varies with the duration of the noise source, its intensity and frequency, and the tolerance level of those exposed to the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Because the human ear is

not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA), which gives greater weight to the frequencies of sound to which the human ear is most sensitive, was devised to relate noise to human sensitivity. The human ear can detect changes in sound levels of approximately three dBA under normal, controlled conditions. A change of five dBA is noticeable to most people in an exterior environment. Although dBA is used to measure sound frequencies that the human ear is most sensitive to, this is not an effective way to measure noise levels within a community, since community noise is always fluctuating and changing.

Several noise rating units exist to analyze adverse effects of noise on a community. These metrics include the community noise equivalent level (CNEL) and the day-night noise level (Ldn). CNEL is an average of all noise levels recorded over a 24-hour period. Ldn is an average that is similar to CNEL, but it also includes a 10 dBA penalty for nighttime noise that occurs between 10 p.m. and 7 a.m.

#### *Project Site Noise*

The primary sources of noise at the project site include traffic noise from Soscol Avenue and the existing auto repair businesses that operate with open bays and pneumatic equipment on the site. Other sources of noise in the immediate project vicinity come from periodic runs of the Napa Valley Wine Train, and the Napa County Fairgrounds (during events).

The Soscol Gateway Redevelopment EIR documented existing noise levels along Soscol Avenue from Third Street to Eighth Street, noting that traffic along this stretch of Soscol Avenue will produce a sound level of 70 dBA CNEL at a distance of 120 feet, and a sound level of 65 dBA CNEL at a distance of 381 feet. The project and adjacent residential neighborhood are located approximately 200-500 feet from the centerline of Soscol Avenue, indicating that traffic noise currently produces a sound level of around 65 dBA CNEL at the project site.

**Figure 8** demonstrates the noise levels in proximity to the project site as determined in the Redevelopment EIR.

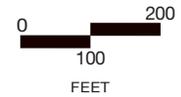
#### **a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of the other agencies?**

***Less-than-Significant Impact.*** For office uses and transit center uses, the General Plan establishes an upper limit of 70 dBA CNEL as normally acceptable. The project is not anticipated to expose NCTPA employees to noise levels in excess of this upper limit since the Soscol Gateway Redevelopment EIR concludes that even in year 2025 the site will not be subject to traffic noise sound levels in excess of 70 dBA CNEL. Furthermore, NCTPA employees would work indoors in a sound-controlled environment. Transit riders would experience the same level of sound that they currently experience at the existing NCTPA



**LEGEND**

-  Project Site
-  Soscol Avenue
-  70 CNEL (120 feet)
-  65 CNEL (381 feet)
-  60 CNEL (1204 feet)



transit center on Pearl Street. Moreover, the fleet mix is currently being revised to include more hybrid-electric buses that generate a sound level approximately 10 dBA lower than diesel or CNG buses. Overall, the sound level associated with operation of the transit center will be reduced and impacts would be less than significant.

**b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

*Less-than-Significant Impact.* Project construction activities would include demolition of the existing buildings on the project site. Demolition activities have the potential to expose residents directly north of the project site to ground borne noise or ground borne vibration. Vibration is not explicitly addressed in the Napa Municipal Code. Noise created by construction activities is subject to regulations in the Municipal Code (§ 8.08.025) that limit construction activities to weekday daytime hours. Construction activities that have the potential to generate ground borne vibration or ground borne noise on the project site would be short-term and temporary.

Office buildings typically do not accommodate activities that generate ground borne noise or ground borne vibration. As such, no ground borne vibration or ground borne noise is anticipated from the office building component of the project. Buses accessing the transit center would do so at slow speeds, and would thus not generate any substantial ground borne noise or vibration. Therefore, impacts related to the generation of ground borne noise or ground borne vibration would be less than significant.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

*Less-than-Significant Impact.* The primary sources of noise anticipated with the project are from buses entering and exiting the site as well as from cars entering and exiting the parking lot. The 13 employees of NCTPA would typically access the parking lot during peak traffic periods when ambient sound levels are already elevated from traffic along Soscol Avenue. Similarly, NCTPA buses would run throughout the day and early evening hours when the ambient sound level is higher.

Based on current NCTPA operations, approximately 175 buses access the transit center on each weekday, with a reduced number on buses providing Saturday service. (Only Route 10 provides service on Sunday). Approximately 10 to 14 buses access the center during any given hour, with the morning and evening peak hours experiencing the higher volume, and the mid-day hours experiencing the lower volume. **Table 1** in the **Project Description** shows a typical schedule of operations for the existing fleet, as well as the anticipated composition of the fleet in 2012.

To quantitatively assess the effect of the transit center operations at this location, single-event level noise measurements (SEL) were made at the VINE bus facility to document typical noise levels associated with bus passbys. Noise measurements were made at a reference distance of 25 feet from the center of the bus travel lane for each type of large bus

in the bus fleet. The results of these measurements indicate that the CNG and diesel buses generate the highest noise levels (89 to 90 dBA SEL), and the gas/hybrid buses generate noise levels about nine to 10 dBA lower (80 dBA SEL). NCTPA is currently upgrading the fleet, such that by the year 2012, it will be comprised primarily of gas/hybrid buses.

Short-term noise measurements were made at the VINE Transit Center located at 1151 Pearl Street on September 1, 2010 to quantify typical operational noise levels at the transit center. The results of the short-term noise measurements indicate that average noise levels during a typical stop were 79 dBA Leq at a reference distance of 25 feet. The average noise level was predominantly the result of the idling engine, with occasional air releases and beeping. On average, buses typically idled at the transit center for a period of about three-minutes prior to returning to their route.

The measurements at the VINE Transit Center were based on the current vehicle mix. NCTPA is currently converting its fleet to a higher percentage of gas/hybrid vehicles which produce a much lower (~10 dBA) level of sound, as shown by the short-term measurement discussed above. The measured noise data were used in combination with the proposed hourly bus schedule (indicating bus type) to calculate a CNEL noise levels in the adjacent residential neighborhood, resulting from bus passby events occurring along Burnell Street. **Table 8** summarizes the results of the CNEL noise level calculations completed for the proposed project.

**Table 8. Existing and Future Noise Levels in Adjacent Neighborhoods**

Residential Receivers	Existing <sup>1</sup>	Project <sup>2</sup>	Existing Plus Project	Noise Increase Over Existing Conditions
Burnell Street – 3 <sup>rd</sup> to 4 <sup>th</sup> Street	65	63	67	2
4 <sup>th</sup> Street – Lawrence to Burnell Street	65	63	67	2
4 <sup>th</sup> Street – East of Burnell Street	64	62	66	2

Note: all noise levels reported in dBA CNEL (24-hour average)

<sup>1</sup>: Existing noise levels are reported in the Soscol Gateway Redevelopment EIR

<sup>2</sup>: “Project” assumes 3-minute maximum idling time at transit center. Bus motors will be turned off after 3 minutes.

The CNEL resulting from the operation of the transit center along with passby trips along Burnell Street is calculated to be 63 dBA CNEL. When this new noise source is added to the existing CNEL along Burnell Street as published in the General Plan and the Soscol Gateway Redevelopment EIR, the overall CNEL for the existing residents along Burnell and Fourth Street is expected to increase by two dBA to 67 dBA CNEL. This two-dBA CNEL noise increase would not represent a substantial increase over existing conditions, as a three dBA increase is considered the threshold of human perceptibility.

Potential periodic or temporary impacts are discussed below under item d), and mitigation is included that would also have a beneficial effect on the increase in permanent ambient noise levels in the residential neighborhood.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

*Less than Significant with Mitigation Incorporated.* The project would result in a temporary increase in ambient noise levels during construction, which is expected to extend over a period of approximately eighteen months. The project would also result in periodic increases in noise levels associated with passby trips through the residential neighborhood between Third and Fourth Streets. **Table 9** shows the typical noise levels from construction activities.

**Table 9. Summary of Maximum Noise Level Generated by Construction Activities**

Activity	Maximum Noise Level at 50 feet from Noise Source (dBA)
Excavation and Grading	70-90
Construction of Commercial Buildings	65-85
Typical Hourly Average Construction-Generated Noise Levels <sup>1</sup>	75-85 <sup>2</sup>

<sup>1</sup> Averages are for construction activities during busy construction periods.

<sup>2</sup> Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance away from the source. Shielding by buildings or terrain often result in much lower construction noise levels at distant receptors.  
Source: CirclePoint, 2010.

*Construction Noise*

Construction noise is regulated by the City of Napa Municipal Code, Section 8.08.025. Additionally, the City of Napa’s Policy Resolution 27 sets forth numerous standard conditions of approval on new development projects within the City. Included among these standard conditions is adherence to §8.08.025, which limits construction activities to weekday daytime hours, when noise sensitivity tends to be lowest.

Policy Resolution 27 also requires that construction equipment shall be properly maintained and shall not be placed adjacent to developed areas without acoustical shielding. The City also requires that construction equipment include “state-of-the-art” muffler systems and ensure their maintenance through construction. Noisy equipment is required to be placed away from developed areas off-site; grading and construction equipment shall be shut down when not in use. With adherence to these standard conditions, the project would not expose persons to noise levels in excess of the standards established in the Municipal Code. Construction noise effects would be less than significant.

*Passby trips*

Residences located along Fourth Street and along Burnell between Third and Fourth Streets would be exposed to noise from bus passby events. Bus passby noise levels could be calculated to range from 62 to 63 dBA CNEL at residences nearest the site along Burnell Street between Third and Fourth Streets, and along 4th Street between Lawrence and Burnell Streets.

On a periodic basis, especially during evening and early morning hours, the noise from bus passbys would be noticeable and could result in complaints to the NCTPA. **Mitigation Measure XII-1** requires NCTPA to re-route buses during the evening and early morning hours to prevent bus passbys through the residential neighborhood between Third and Fourth Streets. (Restricting bus schedules would also reduce the *permanent* ambient CNEL noise level by one dBA, as discussed under item c) above.)

**Mitigation Measure XII-1:** NCTPA shall incorporate the following routing adjustments into the project plans and operating schedule to address periodic ambient noise:

- Prior to 7 A.M., all buses shall enter and exit the transit center from the south (Sixth Street or Eighth Street) to avoid passing by the homes between Third Street and Fourth Street.
- After 7 P.M., routes 10 and 29 shall enter and exit the transit center from the south (Sixth Street or Eighth Street) to avoid passing by the homes between 3rd Street and 4th Street.
- Buses shall not idle longer than three minutes at the transit center. Bus engines shall be shut down after three minutes to prevent excessive operational noise impacts on adjacent residents.

**Significance after Mitigation:** Less than Significant. **Mitigation Measure XII-1** would prevent the periodic increase in sound associated with bus passbys during the early morning and evening hours when residents would be most sensitive to these events. The measure would also reduce average ambient sound levels by preventing bus idling longer than three minutes. Implementation of these measures would reduce the impacts of the project to a less-than-significant level.

**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?**

**and**

**f) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The closest public airport is the Napa County Airport, located approximately five miles south of the project site. The project site is not located within the vicinity of a private airport. Owing to this distance from air facilities, the project would not expose people residing or working in the project area to excessive noise levels within the vicinity of a public or private airstrip. No mitigation is required.

### XIII. Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Project Setting

The Association of Bay Area Governments (ABAG) provides growth projections for the San Francisco Bay area counties and cities, including Napa County and the City of Napa.

According to ABAG’s *Projections 2009*, the City population is expected to increase by about five percent between 2010 to 2020 (from 77,800 to 81,800 people). ABAG further projects a two percent growth increase through to the year 2030.

ABAG projects job growth in the City to increase through the year 2030. ABAG projects a six percent increase between 2010 and 2020 and a total 18 percent increase in jobs between 2010 and 2030.

**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)?**

**No Impact.** The project involves the replacement and consolidation of NCTPA facilities—including a bus transfer center, a park-and-ride lot, and administrative offices—and does not include the construction of residential units that could increase substantial population growth. The relocation of the transit center and development of office space is not large enough to substantially induce growth beyond what ABAG projects for the City.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**and**

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

*No Impact.* The project site does not contain any residential development, and therefore the project would not displace or alter any existing housing units, residential uses, or individuals. No impact would occur.

## XIV. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Would the project result in 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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Setting

#### *Napa City Fire Department*

Fire protection services to the project site are provided by the Napa City Fire Department (NFD). The NFD serves the community from four fire stations covering 18 square miles within the city limits of Napa. Currently, the NFD deploys a staffing model of four advanced life support (ALS) paramedic engine companies and one basic life support (BLS) truck company at each station. Each station has a minimum daily staffing of three personnel per engine company and one Battalion Chief, for a total of 16 personnel on duty per day at each station.<sup>20</sup>

<sup>20</sup> Darren Drake, Division Chief/Fire Marshall, Napa Fire Department. Personal Communication, June 30, 2010.

The primary response to the project site is provided by Station 4, located at 251 Gasser Drive, approximately one mile south of the project site.<sup>21</sup> Station 1, located on 930 Seminary Street (approximately 0.75 miles southwest), and Station 2, located on 1501 Park Avenue (approximately 1.5 miles northwest), provide back-up services to the project area.

The Department has a response time goal of four minutes and is currently meeting this goal approximately 65 percent of the time.<sup>22</sup> A proposed fifth fire station at Browns Valley Road and Laurel Street (located approximately 1.8 miles west), would eventually provide additional backup to the project site. The Department anticipates that this fifth fire station and the associated increase in staffing would improve the Department's response time. The project site would also be served by the Napa County/CAL Fire (mutual-aid provider) in the event Napa City Fire Department did not have available units.

#### *Napa Police Department*

Police services in the area are provided by the Napa Police Department (NPD). The NPD employs 74 sworn officers and 50 support personnel and is headquartered downtown at 1539 First Street, approximately half-mile west of the project site.<sup>23</sup> The NPD does not currently have a level of service requirement, such as target response times or staffing ratios. The NPD exercises alternative service delivery programs, such as on-line reporting and Community Service Officers, along with sworn officers/personnel to provide adequate police services to the community.<sup>24</sup>

#### *Schools*

The project site is located within the Napa Valley Unified School District (NVUSD) which serves the cities of Napa, American Canyon, and Yountville. The Napa Valley Unified School District consists of 24 elementary schools, five middle schools, five high schools, one alternative/independent study school, and one adult education school.

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<sup>21</sup> Darren Drake, Division Chief/Fire Marshall, Napa Fire Department. Personal Communication, June 30, 2010.

<sup>22</sup> Darren Drake, Division Chief/Fire Marshall, Napa Fire Department. Personal Communication, June 30, 2010.

<sup>23</sup> Steve Potter, Commander, Napa Police Department. Personal Communication, June 22, 2010.

<sup>24</sup> Steve Potter, Commander, Napa Police Department. Personal Communication, June 22, 2010.

a) **Would the project result in 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:**

**i. Fire protection impacts?**

*No Impact.* According to the NFD, based on the locations of existing stations, available equipment and current department staffing, services levels are considered adequate for existing developments and response areas.<sup>25</sup> Light industrial businesses currently occupy the site and already receive fire protection services from the NFD. The project would not require the NFD to construct any new facilities to serve the project.

**ii. Police protection impacts?**

*No Impact.* Since project would not generate an increase in the population (refer to **Section XIII, Population and Housing**), no additional demands for police services would be created. The project is a relocation of a facility that the NPD already serves. According to the NPD, current staffing levels are sufficient to address any public safety issues that may arise at the project site without comprising the level of police service elsewhere. The project would not interfere with any emergency response plans or evacuation routes that could require an increase in staffing or service.<sup>26</sup> Therefore, the project would not require the NPD to construct any new facilities to serve the project.

**iii. School impacts?**

*No Impact.* The proposed transit center would not result in any direct or indirect increase in the number of students enrolled in the NVUSD. The project includes no residential units that might directly increase student enrollment numbers. Furthermore, as discussed in **Section XIII, Population and Housing**, the project would not create new job opportunities as it is relocating existing administrative offices. Therefore, the project would not result in any indirect impacts related to increases in the number of students in the NVUSD.

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<sup>25</sup> Darren Drake, Division Chief/Fire Marshall, Napa Fire Department. Personal Communication, June 30, 2010.

<sup>26</sup> Steve Potter, Commander, Napa Police Department. Personal Communication, June 22, 2010.

**iv. and v. Parks and other public facility impacts?**

*No Impact.* Open space, parks, and other public facilities are typically provided to serve a residential population. The project would have no residential component and would therefore be expected to generate minimal demand for open space, parks, or other public facilities serving the project area. Furthermore, because the project is relocating an existing transit center and administrative offices, the project would not create new employment opportunities in the City. Therefore, the project would not create additional demands for parks and other public facilities near the project site.

## XV. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Setting

The City has more than 820 acres of park and open space land, divided amongst 10 mini parks, seven civic spaces, 23 neighborhood parks, four community parks, five natural area and open spaces, and eight special use areas.<sup>27</sup> The closest parks to the project site include Veterans Memorial Park (0.24 miles west), Napa Skate Park (0.42 miles northwest), Heritage Park (0.45 miles northwest), and Fairview Park (0.52 miles east).

The City's Open Space Program's parkland per population goal is 12 acres per 1,000 residents.<sup>28</sup> As of 2008, the City did not achieve this goal, providing only ten acres of parkland per 1,000 residents.<sup>29</sup> The City of Napa funds parkland acquisition and development through its general fund and through the City's Parkland Dedication (Quimby) Ordinance, which assesses fees on new residential developments.

<sup>27</sup> *Napa Park and Facilities Master Plan*. February 2010. City of Napa.

<sup>28</sup> *Envision Napa, 2020: City of Napa, General Plan*. December 1998. Parks and Recreation.

<sup>29</sup> *Napa Park and Facilities Master Plan*. February 2010. City of Napa.

**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?**

*No Impact.* The project does not propose the construction of residential units, and is therefore not required to meet the City's Parkland Dedication (Quimby) Ordinance of three to five acres per 1,000 residents.<sup>30</sup> The project is an infill development and will replace and relocate the existing NCTPA transit center and administrative offices. The project does not include a residential component and would not therefore induce a substantial increase in population or employment within the City. As such, the project would not result in a substantial increase in use of existing neighborhood/regional parks or other recreational facilities which would lead to the accelerated physical deterioration of these existing parks and facilities.

**b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

*No Impact.* The project does not entail the construction or expansion of recreational facilities. As noted above, the project would not generate additional demand for parks and recreational facilities in the project area. Therefore, the project would not impact the construction or expansion of recreational facilities.

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<sup>30</sup> *Envision Napa, 2020: City of Napa, General Plan.* December 1998. Parks and Recreation.

## XVI. Transportation and Traffic

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Whitlock & Weinberger Transportation Inc. (W-Trans) prepared a Transportation Impact Analysis (TIA) in July 2010, included as **Appendix D** to this Initial Study. The TIA evaluated project impacts to traffic conditions on intersections in the project vicinity, pedestrian and bicycle amenities, and parking.

### Project Setting

#### *Regional and Local Access*

The following is a brief description of roadways that provide access to the City and the project site:

- **State Route 29** (SR 29) begins in Upper Lake and extends south towards Vallejo, running through the City of Napa. Through the City of Napa, SR 29 is primarily a four-lane roadway (two lanes in each direction) and is located approximately a mile west of the project site. Primary access from the project site to SR 29 would be provided via First Street.
- **State Route 121** (SR 121) is located a quarter-mile east of the project site. It begins at an intersection with Capell Valley Road and extends southwesterly towards downtown Napa running parallel to the eastern bank of the Napa River. SR 121 ends at an intersection with Imola Avenue West and is continued by State Route 221. The primarily two-lane roadway (one lane in each direction) becomes a four-lane roadway (two lanes in each direction) when it merges with Soscol Avenue near Adobe Lane, half-mile south of the project site. Between Soscol Avenue and Trancas Street, SR 121 runs along the Silverado Trail.
- **Soscol Avenue** is an arterial roadway located approximately 300 feet to the west of the project site across the Napa Valley Wine Train tracks. The four-lane roadway (two lanes in each direction) serves high volumes of vehicles traveling to and through the City of Napa. The closest access point to the project site from Soscol Avenue is via Third Street and Sixth Street.
- **Burnell Avenue** is a two-lane residential roadway that runs north-south from Third Street to Eighth Street, and bounds the project site to the east.
- **Third Street** is a four-lane arterial (two lanes in each direction) that runs east-west between State Route 121 through downtown Napa to State Route 29. As Third Street continues on past Randolph Street in a westerly direction towards State Route 29, it becomes a two-lane roadway. The closest access point from Third Street to the project site is via Burnell Street.

- **Fourth Street** is two-lane residential roadway that runs east-west, and bounds the project site to the north.
- **Eighth Street** is a two-lane residential roadway that runs east-west from Burnell Street to River Street, which runs parallel to the eastern bank of the Napa River. Soscol Avenue and Eighth Street intersect about a quarter-mile south of the project site.

### *Pedestrian and Bicycle Facilities*

Existing bicycle and pedestrian facilities in the vicinity of the project site are comprised of sidewalks, pedestrian crosswalks, signalized intersections, and bicycle lanes. Figure 2 of the TIA depicts existing pedestrian facilities within the project area.

Continuous sidewalks on both sides of Third Street exist through downtown Napa, over the Napa River Bridge, and eastward to the Silverado Trail. As part of the flood control project, pedestrian facilities along Third Street between Soscol Avenue and Burnell Street will be reconstructed (expected to be complete by fall of 2010). Continuous sidewalks also exist along both sides of Burnell Street and north of the project site between Third and Fourth Streets. Along the project site's perimeter, pedestrian sidewalks exist on Fourth Street and Burnell Street. The sidewalk adjacent to the project site on Burnell Street extends southward towards Sixth Street. Continuous sidewalks along both sides of Sixth Street facilitate mobility from Burnell Street to Soscol Avenue. Sidewalks also span the east side of Soscol Avenue. These combined connections facilitate a continuous pedestrian network between the project site and areas to the north, east, south, and west.

All sidewalks mentioned above include curb ramps at intersections, with the exception of the northwest corner of the Burnell Street/Fourth Street intersection. Marked crosswalks exist at the signalized intersection of Soscol Avenue/Third Street as well as at the stop-controlled street approached to Soscol Avenue at Sixth, Seventh, and Eighth Streets.

On-street bike lanes exist on Soscol Avenue from Sixth Street north, and on Third Street east of Burnell Street. The City of Napa Future Bikeway System shows a future Class I bike path along the Napa River south of Third Street and a Class II/III bike lane spanning Soscol Avenue within the vicinity of the project area.<sup>31</sup> In addition, The City also plans to extend the Class II bike lane on Third Street west across the Napa River Bridge facilitating bike mobility from downtown Napa to the project area.

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<sup>31</sup> City of Napa Future Bikeway System. February 2005. Available: <<http://www.cityofnapa.org/images/publicworks/Traffic/fbikesys05.pdf>>.

### *Significance Criteria*

In addition to the criteria set forth in Appendix G of the CEQA Guidelines (included in the checklist above), the City uses the following criteria to determine if a project would have significant impact relative to traffic. A traffic impact would be considered significant if the project would:

- **Signalized Intersection:** Cause a signalized intersection operating at mid-range level of service (LOS) D or better under existing or future baseline conditions to deteriorate to LOS E or F.
- **Unsignalized Intersection:** Cause a stop-controlled intersection operating at or above LOS E or has acceptable operation in terms of total control delay to increase the total control delay to more than 4.0 vehicle-hours for a single lane approach or 5.0 vehicle-hours for a multilane approach.
- **Unsignalized Intersection:** Cause a stop-controlled intersection operating at LOS F and does not have acceptable operation in terms of total control delay to continuing operational failure at the minor approach by contributing more than 50 peak-hour project trips.

The LOS of each intersection qualitatively describes the operations of the transportation facility. Level of service ranges from LOS A, indicating free-flowing conditions with little or no delay, to LOS F, representing oversaturated conditions with excessive delays. LOS E describes conditions at capacity.

### *Study Intersections*

The following three intersections were analyzed for potential traffic impacts associated with project development:

1. Soscol Avenue/Third Street
2. Burnell Street/Third Street
3. Soscol Avenue/Eighth Street

All study intersections are unsignalized with the exception of Intersection #1 (Soscol Avenue/Third Street), which is signalized. Intersection #2 (Burnell Street/Third Street) is a “T” intersection with stop controls on the northbound approach. Likewise, Intersection #3 is also a “T” intersection, with stop controls on the east and westbound approaches. Refer to Figure 1 of the TIA (included as **Appendix D**) for the locations of the three study intersections with respect to the project site.

### *Condition Scenarios*

Traffic conditions were assessed for four different scenarios:

- **Existing Base Conditions:** Existing intersection conditions based on traffic counts collected by the City of Napa and W-Trans between 2009 and 2010.
- **Existing plus Project Conditions:** Expected trips generated by the project are added to the Existing Conditions for comparison to determine the traffic effects of the project.
- **Cumulative Base Conditions:** Cumulative scenarios represent build-out of the City's General Plan. Cumulative traffic volumes were developed from projections included in the *Ritz-Carlton Resort at Napa Valley Traffic Study* in 2008 and the traffic analysis provided in the *Soscol Gateway Implementation Plan* in 2005. The project site included within the traffic analysis area for both studies.
- **Cumulative plus Project Conditions:** Cumulative expected trips generated by the project are added to the Cumulative Base Conditions for comparison to determine the cumulative traffic effects of the project.

**a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

***Less-than-Significant Impact.*** The amount of traffic projected to enter and exit a site is referred to as the project's trip generation. Vehicular trip generation rates for project were classified in four categories: trips associated with office use, trips associated with park-and-ride-spaces, trip generated by current light industrial uses, and trips associated with buses entering and exiting the project site. Trip generation rates for office uses, park-and-ride-spaces, and light industrial uses were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation, 8th Edition*.

The majority of vehicle trips associated with the transit center will not be new to the Downtown Napa area. As the Soscol Gateway Transit Center will relocate and replace the existing NCTPA transit center located on Pearl Street, the vehicular trips will be shifted several blocks from its current site. Therefore, the Soscol Gateway Transit Center would accommodate all routes that currently stop at the Pearl Street transit center. This includes stops and transfers among 12 different bus routes with 138 buses entering and exiting the center each weekday (276 trip ends). A total of 12 buses would arrive and depart during the

A.M. peak hour, with 12 buses arriving and departing during the P.M. peak hour (24 trip ends during each peak hour). As shown in **Table 10**, the project is estimated to generate approximately 284 trips per day, including 28 A.M. peak hour trips and 24 P.M. peak hour trips. Implementation of the project would generate 52 peak hour trips.

**Table 10. Project Trip Generation Summary**

Land Use	Size	Daily		AM Peak Trips				PM Peak Trips			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
<b>Proposed Project</b>											
General Office	8.0 ksf	11.01	88	1.55	12	11	1	1.49	12	2	10
Park and Ride	20 spaces	4.50	90	0.72	14	11	3	0.62	12	3	9
VINE buses <sup>1</sup>		n/a	276	n/a	24	12	12	n/a	24	12	12
<b>Existing Site Uses</b>											
Light Industrial	-24.4 ksf	6.97	-170	0.92	-22	-20	-2	0.97	-24	-3	-21
<b>Net Increase</b>			284		28	14	14		24	14	10

Note: ksf = 1,000 square feet

<sup>1</sup> Based on schedule for routes 1A, 1B, 2, 3A, 3B, 4, 5A, 5B, 6, 10, 11, and 29

Source: W-Trans, 2010.

According to the City of Napa's guidelines for traffic studies, a traffic analysis is not required for any nonresidential project generating less than 100 peak hour trips as it is unlikely to have a significant impact. At the request of City Staff, an operational analysis has nonetheless been conducted for three key intersections that would likely be utilized by the project. **Table 11** shows what the three study intersections are operating at and the effects on level of service at the intersections if the project is implemented.

**Table 11. Summary of Intersection Level of Service Calculations**

Study Intersection <i>Approach</i>	Control	Existing Conditions				Cumulative Conditions			
		Base		Plus Project		Base		Plus Project	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Soscol Avenue/Third Street	Signalized	27.7	C	27.8	C	45.6	D	45.7	D
2. Burnell Street/Third Street	Unsignalized Stop Control	1.1	A	1.3	A	1.2	A	1.3	A
<i>Northbound Approach</i>		12.6	B	13.3	B	15.1	C	16.2	C
3. Soscol Avenue/Eighth Street <sup>1</sup>	Signalized	6.1	A	6.1	A	10.3	B	10.3	B

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

\*\* Delay exceeds 120 seconds

<sup>1</sup> Intersection assumed to be signalized (planned signal installation in August 2010)

Source: W-Trans, 2010.

All three intersections are currently operating at acceptable levels of services (LOS) as set forth by the City of Napa's Public Works Department. With the incremental increase in traffic associated with the project, the three study intersections would continue to operate acceptably within the set significance criteria. Under cumulative conditions, which includes build-out of the General Plan, the study intersections are expected to operate acceptably with the proposed transit center.

To assess how the amount of office space on the project site influences LOS at the three study intersections, a sensitivity analysis was conducted. A "sensitivity analysis" involves determining how much a project would have to change in order to trigger a significant environmental impact. Even with a hypothetical five-fold increase in proposed office space to 40,000 square feet, an acceptable LOS would still be expected at the three study intersections. With a hypothetical 40,000 square foot office space occupying the project site, incremental increases in delay would be less than one second at all three intersections.

Overall, implementation of the project would not degrade LOS standards. The City's LOS standards would be maintained under both near-term and cumulative conditions. The proposed project would therefore have a less-than-significant impact on circulation in accordance to the criteria established by the City of Napa.

**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 county congestion management agency for designated roads or highways?**

***Less-than-Significant Impact.*** NCTPA is the County's congestion management agency. The transit center is consistent with NCTPA's goals as identified in the current regional transportation plan. In this plan (*Napa's Transportation Future*) NCTPA envisions "an attractive, flexible, fully integrated transportation system, with a broad range of options and modes, enabling individuals and goods to move throughout the County in an efficient manner" by 2035. Specific goals identified in the *Napa's Transportation Future* with which the project is consistent include:<sup>32</sup>

- Reduce/restrain growth of automobile vehicle miles traveled (VMT)
- Spread the travel load from peak times to non-peak times
- Improve the quality and safety of our street and road infrastructure
- Shift travel from Single-Occupancy Vehicles to other modes
- Reduce overall energy use and greenhouse gas (GHG) emissions

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<sup>32</sup> Napa's Transportation Future: A Strategic Transportation Plan for Napa County Transportation and Planning Agency, Horizon Year 2035. (April 2009). Available: <<http://sites.google.com/site/napastransportationfuture/>>.

Moreover, the project does not degrade the LOS standard criteria set forth by the City of Napa Public Works Department. The project would therefore not result in any significant conflict with the applicable congestion management plan. No mitigation is required.

**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?**

**No Impact.** There are no public or private air transportation facilities within the vicinity of the project area. The Napa County Airport, located six miles south of the project site, is the most proximate in location. The project site is not within the Napa County Airport Land Use Commission jurisdiction and is outside of any identified landing or noise-impacted zones. The project would thus have no impact to air traffic patterns.

**d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less-than-Significant Impact.** The project would introduce bus traffic to Burnell Street and Eighth Street, as the streets are the main access and exit points from the project site. New bus turning movement would occur at the intersections of Burnell Street/Third Street, Burnell Street/Eighth Street, Soscol Avenue/Eighth Street, and the transit center driveways on Burnell Street. As part of the TIA, the existing roadway widths and intersection configuration were evaluated and found to be adequate of accommodating larger bus vehicles such as the NCTPA bus fleet.

The transit center would include two bus driveways entering and exiting on Burnell Street to facilitate circulation through the site. The width of Burnell Street would be adequate for effective bi-directional travel of bus vehicles. However, bus turning maneuverability onto and off Burnell Street from Third Street, Eighth Street, and the transit center's driveway would be affected by the presence of on-street parking.

The project includes "red curb" parking prohibitions to ensure safe bus maneuvering at:

- Eighth Street (south side) for a distance of 45 feet to the east of Soscol Avenue;
- Eighth Street (north side) for a distance of 40 feet west of Burnell Street;
- Burnell Street (east side) for a distance of 35 feet to the north of Eighth Street;
- Burnell Street (east side) for a distance of 30 feet to the south of Third Street;
- Burnell Street (west side) for a distance of 40 feet to the south of Third Street; and
- Burnell Street spanning the project site's frontage would be posted "no parking"

Further, the project eliminates risks associated with safe pedestrian and bicycle access to the project site by including enhanced connectivity to existing pedestrian and bicycle facilities to downtown Napa, Soscol Avenue, and residential areas to the east. **Figure 7** shows that the project includes the following improvements:

- Construction of an ADA-accessible pedestrian ramp on the northwest corner of Burnell Street/Fourth Street
- Installation of standard crosswalk markings on the west side of Burnell Street at the Fourth and Sixth Street intersections.
- Installation of high-visibility crosswalk markings on the north side of the intersection at Burnell Street/Fourth Street

**Figure 7** also depicts the bus maneuverability and pedestrian/bicycle facility improvements within the project vicinity as proposed by the project. The above improvements ensure safe bus maneuverability and safe pedestrian and bicycle access to the project site. In all, the project would result in a less-than-significant impact in terms of transportation safety hazards.

**e) Result in inadequate emergency access?**

***Less-than-Significant Impact.*** Implementation of the project would not require changes to the local street system that would affect emergency access. As the project site is fully developed for light industrial business uses, fully navigable emergency access to the project site already exists. The Soscol Gateway Transit Center would continue to utilize emergency access via Burnell Street, which connects to the regional street networks to the north and south. Therefore, impacts to emergency access would be less than significant and no mitigation is required.

**f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

***Less-than-Significant Impact.*** The Soscol Gateway Transit Center is consistent with the transit and transportation goals specified in Napa's Transportation Future, 2009. The project would also identify with the goal of shifting countywide mode share to transit, as discussed in NCTPA's Napa Countywide Community Climate Action Framework. Since 2003, the NCTPA in coordination with the City of Napa had envisioned a replacement downtown Napa transit center which would also promote accessibility to the areas east of the Napa River.

## XVII. Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Project Setting

### *Wastewater and Wastewater Treatment*

Wastewater collection, treatment, and disposal services in the project area are provided by the Napa Sanitation District (NSD). NSD's pipelines and pumping stations convey wastewater from the point of discharge to the Wastewater Treatment Plant (WWTP) located at 1515 Soscol Ferry Road in Napa, approximately 4.2 miles south of the project site.<sup>33</sup> Prior to entering the recycling process, preliminary and primary treatment are used to remove solids and organic matter from the wastewater. During dry weather conditions, the treatment facility has a design capacity of 15.4 mgd (million gallons per day).<sup>34</sup> The average dry weather flow influent to the treatment facility is approximately 7 mgd.<sup>35</sup> As such, the WWTP is operating at 45.4 percent of capacity during dry weather scenarios.

Wastewater is treated at the WWTP and discharged in various manners, depending on the source of the wastewater and the time of year. From November 1<sup>st</sup> through April 30<sup>th</sup> (hydraulic season), approximately 14.7 mgd of secondary treated effluent is discharged into the Napa River.<sup>36</sup> Treated wastewater is discharged into the Napa River adjacent to the WWTP near Rattos Landing through a pipe 160 feet from shore and 13.4 feet below the water surface.<sup>37</sup> During the dry season period, from May 1<sup>st</sup> through October 31<sup>st</sup>, discharging wastewater into the Napa River is prohibited. The tertiary treated wastewater is either stored in stabilization ponds or recycled and beneficially reused for landscape irrigation.<sup>38</sup> The WWTP operates under National Pollutant Discharge Elimination System (NPDES) Permit No. CA0037575.<sup>39</sup>

### *Domestic Water and Water Treatment*

Water to the project area is provided by the City of Napa's Water Division (NWD). The City of Napa's water demands are met by three sources: the Milliken Reservoir through Milliken Creek, Lake Hennessey through Conn Creek, and water purchased under contract

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<sup>33</sup> Andrew Damron P.E., Associate Engineer, Napa Sanitary District. Personal Communication. June 28, 2010.

<sup>34</sup> California Regional Water Quality Control Board, San Francisco Bay Region. (July 2000). Order No. 00-059, Napa Sanitation District, Napa County.

<sup>35</sup> Dan Fritz, Operator, Soscol WWTP. Personal Communication, June 22, 2010.

<sup>36</sup> California Regional Water Quality Control Board, San Francisco Bay Region. (July 2000). Order No. 00-059, Napa Sanitation District, Napa County.

<sup>37</sup> California Regional Water Quality Control Board, San Francisco Bay Region. (July 2000). Order No. 00-059, Napa Sanitation District, Napa County.

<sup>38</sup> California Regional Water Quality Control Board, San Francisco Bay Region. (July 2000). Order No. 00-059, Napa Sanitation District, Napa County.

<sup>39</sup> California Regional Water Quality Control Board, San Francisco Bay Region. (July 2000). Order No. 00-059, Napa Sanitation District, Napa County.

from the State Water Project (SWP) delivered through the North Bay Aqueduct (NBA) system.<sup>40</sup> **Table 12** lists the City of Napa’s three water sources and their respective water rights allowances from the California State Water Resources Control Board (SWRCB).

**Table 12. City of Napa’s Water Sources**

Source	Water Rights Allowances
Lake Hennessey (from Conn Creek)	30,500 AF per year (27.23 mgd)
Milliken Reservoir (from Milliken Creek)	2,350 AF per year (2.10 mgd)
State Water Project	15,100 AF per year (13.48 mgd) <sup>b</sup>
Total	47,950 AF per year (42.81 mgd)

<sup>a</sup> 1,120 acre feet (AF) per year = 1 million gallons per day (mgd)

<sup>b</sup> Amount for the year 2010

Source: City of Napa, Urban Water Management Plan: 2005 Update.

Water from the three sources is introduced into the City of Napa’s distribution system from separate water treatment plants. The Hennessey Water Treatment Plant (WTP) treats the Lake Hennessey supply, Milliken WTP treats the Milliken Reservoir water, and the Jameson Canyon WTP treats the SWP water. The Hennessey WTP, Milliken WTP, and the Jameson Canyon WTP have water treatment capacities of 20 mgd, four mgd, and 12 mgd, respectively. Together, the three treatment plants within the City of Napa’s distribution system are capable of processing 36 mgd. Lake Hennessey is the major local water source for the City of Napa. Treated water is transmitted from the WTPs to the City of Napa’s distribution system via transmission mains. Water delivered from the transmission mains are stored in distribution reservoirs and tanks located near NWD’s water customers throughout the service area.

The 2050 Napa Valley Water Resources Study indicated water supply would be ample for all users within Napa County when there is sufficient rainfall. According to the study, NWD would meet the projected water demand for its service area through 2050 for normal water and multiple dry years.<sup>41</sup> However, the study notes a short fall of approximately 2,500 AFA for a single dry year in 2050.<sup>42</sup> In the event of a drought, the City would likely adopt a Resolution to Declare a Water Shortage Emergency, which would implement the City’s

<sup>40</sup> *Envision Napa, 2020: City of Napa, General Plan*. December 1998. Community Services.

<sup>41</sup> West Yost & Associates. 2050 Napa Valley Water Resources Study Presented to the Napa County Flood Board. (November 2005). <<http://www.napawatersheds.org/files/managed/Document/3068/2050%20Presentation%2011-15-05.pdf>>.

<sup>42</sup> West Yost & Associates. 2050 Napa Valley Water Resources Study Presented to the Napa County Flood Board. (November 2005). <<http://www.napawatersheds.org/files/managed/Document/3068/2050%20Presentation%2011-15-05.pdf>>.

Water Shortage Contingency Water Plan (Plan). The Plan outlines water shortage stages of action including the corresponding water demand reduction goal and whether the action would be mandatory or voluntary.

### *Stormwater Drainage System*

At present, stormwater on the project site sheet-flows across the property toward Burnell Street. The project site is nearly entirely covered in asphalt and buildings, meaning that most stormwater runs off the site. Stormwater flows onto Burnell Street and then travels south to a City of Napa storm drain on Burnell Street at Eighth Street.

### *Solid Waste*

Napa Recycling & Waste Services (NRWS) provides solid waste collection, recycling, and yard waste collection services to the City of Napa, including the project site. Solid waste from the City is taken to the Devlin Road Transfer Station, a transfer and processing facility located in the City of American Canyon. Solid waste is transferred from the Devlin Road Transfer Station to the Keller Canyon Landfill in the City of Pittsburg, which serves the Cities of Vallejo, Napa, American Canyon, and southern unincorporated parts of Napa County.<sup>43</sup>

The Devlin Road Transfer Station is permitted to handle 1,440 tons of solid waste per day.<sup>44</sup> The Keller Canyon Landfill site is 1,399 acres, 244 of which comprise the actual current disposal acreage.<sup>45</sup> The landfill is permitted to accept 3,500 tons of waste per day and has a total estimated permitted capacity of approximately 75 million cubic yards.<sup>46</sup> As of November 2004, approximately 12 million cubic yards (16 percent of total capacity) have been filled, thereby leaving approximately 63 million cubic yards (84 percent of total capacity) available for use.<sup>47</sup> The Keller Canyon Landfill is expected to reach capacity by December 2030.<sup>48</sup>

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<sup>43</sup> Tim Dewey-Mattia, Public Education Manager, NRWS. Personal Communication, June 22, 2010.

<sup>44</sup> California Department of Resource Recycling and Recovery (CalRecycle), Solid Waste Information System (SWIS). Facility/Site Summary Details: Devlin Road Transfer Station (28-AA-0027). Accessed June 22, 2010. <<http://www.calrecycle.ca.gov/SWFacilities/Directory/28-AA-0027/Detail>>.

<sup>45</sup> California Department of Resource Recycling and Recovery (CalRecycle), Solid Waste Information System (SWIS). Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032). Accessed June 22, 2010. <<http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail>>.

<sup>46</sup> California Department of Resource Recycling and Recovery (CalRecycle), Solid Waste Information System (SWIS). Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032). Accessed June 22, 2010. <<http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail>>.

<sup>47</sup> California Department of Resource Recycling and Recovery (CalRecycle), Solid Waste Information System (SWIS). Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032). Accessed June 22, 2010. <<http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail>>.

<sup>48</sup> California Department of Resource Recycling and Recovery (CalRecycle), Solid Waste Information System (SWIS). Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032). Accessed June 22, 2010.

California State Law Assembly Bill 939 (AB 939), known as the Integrated Waste Management Act, was passed to address the increases in state waste stream and decrease in landfill capacity. As a result, AB 939 mandates a reduction of waste being disposed; jurisdictions were required to meet diversion goals of 25 percent by 1995 and 50 percent by the year 2000. After the year 2000, jurisdictions must maintain a diversion rate of 50 percent. The City of Napa currently diverts 53 percent of its solid waste and is in compliance with AB 939.<sup>49</sup>

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**b) 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?**

**and**

**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?**

***Less-than-Significant Impact.*** Future wastewater flows for the project were derived from wastewater generation data for industrial and commercial usage. NSD anticipates a wastewater generation of approximately 101 gallons per day per 1,000 square feet.<sup>50</sup> The proposed 6,800 square foot Soscol Gateway Transit Center and administrative offices would produce approximately 687 gallons per day (gdp) of wastewater. As the proposed Soscol Gateway Transit Center would replace the existing transit center and NCTIPA's administrative offices, both of which also receives wastewater services from NSD, the incremental impact on wastewater is expected to be minimal. Furthermore, the project site currently serves light industrial business uses and the project would not create a new demand of wastewater generation. The anticipated 687 gdp is not expected to exceed the capacity of the treatment plant, which is currently operating at 45.4 percent capacity for dry weather conditions. Therefore, the plant has sufficient capacity to accommodate the project's anticipated demand in addition to NSD's existing commitments and would have a less-than-significant impact related to wastewater treatment.

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<<http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail>>.

<sup>49</sup> California Department of Resource Recycling and Recovery (CalRecycle), Waste Stream Information Profiles. Jurisdiction Profile for City of Napa. Accessed on June 22, 2010.  
<<http://www.calrecycle.ca.gov/profiles/Juris/JurProfile2.asp?RG=C&JURID=330&JUR=Napa>>.

<sup>50</sup> Andrew Damron P.E., Associate Engineer, Napa Sanitary District. Personal Communication. June 28, 2010.

The City is responsible for the collection of wastewater and sewer line maintenance within the project area. According to the NSD, service to the project site can be provided by an existing six-inch main in Fourth Street and an existing 21-inch main in Burnell Street.<sup>51</sup> The NSD does not plan to upgrade existing wastewater facilities in the project vicinity post-project.<sup>52</sup> Thus, impacts to wastewater and wastewater facilities would be less than significant.

**c) 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?**

***Less-than-Significant Impact.*** As discussed in **Section IX, Hydrology and Water Quality**, the project would decrease the amount of impervious surface on the project site, which would reduce the amount of stormwater flows from the project site. Replacement of the existing light industrial parcel with a transit center and associated landscaped areas would reduce the amount of impervious surface on the project site by approximately 13 percent. Because the existing storm drainage facilities have the capacity to handle the existing storm flows from the project site, the reduction in storm flows as a result of project development would not require the need for additional capacity or expanded stormwater drainage facilities.

The project also includes the construction of new stormwater collection bioswales and solid separators to capture and treat stormwater runoff from the project site prior to entering the City of Napa's storm drain system. With implementation of the project's Stormwater Runoff Management Plan, which would comply with the City of Napa's Stormwater Runoff Control Ordinance, impacts related to stormwater facilities would be less than significant.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

***Less-than-Significant Impact.*** The project site is located within Zone 1 of the City's water system. The project site is already served by the eight-inch water main located in Burnell Street. Given that existing pipelines serve the project site, impacts to water supply infrastructure would be less than significant.

In regards to physical water supply, projections for water supply and demand within the City of Napa's Urban Water Management Plan 2050 (UWMP) are based on the per capita demand method. The per capita (per person) demand method would over-calculate water demands as opposed to the land use method, and would provide more conservative results for water planning. According to Napa's UWMP, the current water supply sources more than adequately meet the City's projected water demands through 2030.

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<sup>51</sup> Andrew Damron P.E., Associate Engineer, Napa Sanitary District. Personal Communication. June 28, 2010.

<sup>52</sup> Andrew Damron P.E., Associate Engineer, Napa Sanitary District. Personal Communication. June 28, 2010.

Using statistics from the City of Napa Urban Water Management Plan,<sup>53</sup> the historical demand for water of industrial uses is approximately 0.5 acre-feet (af) per year whereas commercial demand for water is approximately 1.4 af per year.<sup>54</sup> Although the proposed commercial use of the project site would demand more water than existing industrial uses, the UWMP notes that current water supply resources more than adequately meet the City's projected water demands. Therefore, the planned water supply for the City would be able to accommodate the water demand of the project, representing a less than significant impact.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

***Less-than-Significant Impact.*** While the City does not have a solid waste generation rate for transit centers the California Department of Resource Recycling and Recovery (CalRecycle) estimates that office uses generate approximately 1.24 pounds of solid waste per employee per day.<sup>55</sup> The new administrative office building would provide space for approximately 20 employees. Thus, the proposed Soscol Transit Center would generate approximately 4.53 tons of solid waste per year, or approximately 0.01 tons of solid waste per day. The project's solid waste generation would be significantly less than one percent of the total daily acceptance capacity at the Keller Canyon Landfill. Furthermore, the Soscol Transit Center would replace the existing NCTPA transit center, located on Pearl Street, and would construct an administrative office that is 2,000 square feet larger than the current NCTPA offices located at 707 Randolph Street. The incremental increase in solid waste generation associated with the project and its potential impact on the capacity of the Keller Canyon Landfill is considered less than significant.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

***Less-than-Significant Impact.*** The City of Napa adopted a Source Reduction and Recycling Element (SRRE) and Household Hazardous Waste Element (HHWE) in 1991 to guide local efforts to comply with AB 939.<sup>56</sup> Waste diversion services such as residential curbside recycling, yard waste composting, drop-off and buy-back center recycling, and commercial sector recycling were implemented to encourage reductions in the amount and

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<sup>53</sup> City of Napa. Urban Water Management Plan: 2005. Chapter 5: Water Use by Customer Type, Table 5-1 Historical Accounts by Customer Type; and Table 5-2 Historical Demand By Customer Type.

<sup>54</sup> Medians derived from 2005 UWMP – Industrial use: 0.5 af/year; Commercial use: 1.4 af/year.

<sup>55</sup> California Department of Resource Recycling and Recovery (CalRecycle), Estimated Solid Waste Generations for Commercial Establishments. Accessed on June 22, 2010. <<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Commercial.htm>>.

<sup>56</sup> *Envision Napa, 2020: City of Napa, General Plan.* December 1998. Community Services.

types of waste disposed in landfills. These services are promoted through an ongoing, city-wide awareness effort which includes business “waste audits” and media outreach through local newspapers, radio and cable television.<sup>57</sup>

In 2006, the City of Napa reported a waste diversion rate of 53 percent<sup>58</sup> and is in conformance with AB 939 regarding solid waste diversion. Therefore, given the project will generate an insignificant amount (approximately 0.01 ton per day) of solid waste, the project would not impact the City’s conformance with AB 939 regarding the 50 percent solid waste diversion.

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<sup>57</sup> *Envision Napa, 2020: City of Napa, General Plan*. December 1998. Community Services.

<sup>58</sup> California Department of Resource Recycling and Recovery (CalRecycle), Waste Stream Information Profiles. Jurisdiction Profile for City of Napa. Accessed on June 22, 2010.  
<<http://www.calrecycle.ca.gov/profiles/Juris/JurProfile2.asp?RG=C&JURID=330&JUR=Napa>>.

## XVIII. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have the potential to degrade 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Have the potential to degrade 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?**

***Less-than-Significant Impact.*** Given a lack of resources on the project site, the project would have no impact upon plants, animals, or their habitat area. There are no known cultural resources on the project site and mitigation measures are included that would adequately protect any cultural resources uncovered during project construction. Therefore, the project would not have any significant potential to degrade the quality of the environment or adversely affect and wildlife or wildlife habitat area.

**b) Have impacts that are individually limited, but cumulatively considerable?**

*Less-than-Significant Impact.* The Soscol Gateway Redevelopment EIR evaluated the inclusion of a transit center and mixed use development on the project site. The proposed project is substantially similar with regard to the transit center component. In lieu of mixed use (i.e., commercial and residential development), the proposed project incorporates an 8,000 square foot office building that would enable the relocation of existing NCTPA offices. In several environmental impact areas, the replacement of the mixed use component with an 8,000 square foot office building would reduce environmental impacts, including less peak hour traffic generation, and reduced sensitivity to noise and hazardous materials impacts. The Soscol Gateway Redevelopment EIR concluded that as proposed, the redevelopment project as a whole would not contribute considerably to any cumulative impact. As the proposed project represents only a small portion of the overall project evaluated in the Soscol Gateway Redevelopment EIR, the project as currently proposed would not result in any cumulatively considerable environmental impacts.

**c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

*Less-than-Significant Impact.* The implementation of the mitigation measures identified in this Initial Study would reduce potential impacts to a less-than-significant level and the project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

## Appendices

The following studies and reports were prepared specifically for the project and are included as appendices to this Initial Study.

- Appendix A:** URBEMIS 2007 Air Quality Model Calculations
- Appendix B:** California Historical Resources Information System Report, June 10, 2010.
- Appendix C:** Phase I Environmental Site Assessment, November 2006, and Phase II Environmental Site Assessment, December 2007, prepared by Geocon Consultants.
- Appendix D:** Traffic Impact Analysis, prepared by Whitlock & Weinberger Transportation Inc., July 2010.  
Parking Research Memorandum, prepared by Whitlock & Weinberger Transportation Inc., August 2010.