

EXECUTIVE SUMMARY

Purpose

This Draft Environmental Impact Report (Draft EIR) is prepared in accordance with the California Environmental Quality Act (CEQA), Section 21000, et seq. and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.) to evaluate the potential environmental impacts associated with the implementation of the Napa Airport Corporate Center Project (State Clearinghouse No. 2014122005).

The purpose of this Draft EIR is to inform decision makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The project site is located in the City of American Canyon, Napa County, California. The approximately 50-gross-acre site comprises two Assessor's Parcel Numbers, 057-090-79 and 057-090-80, and is bisected by Devlin Road. The project site is bounded by the Napa Branch Line railroad right-of-way (west); the Devlin Road Transfer Station and S. Kelly Road (north); State Route 29 (SR-29), a rural residence, and Pacific Auto Salvage (east); and Diablo Timber (south).

Project Description

The proposed project consists of the development of five buildings totaling a maximum of 571,808 square feet. At least 50 percent of the square footage would be for wine warehousing and up to 50 percent may be for general warehousing. There is also a separate application on file that contemplates the development of a gas station, convenience market, and restaurant totaling 6,688 square feet on Lot 1, which abuts the SR-29/S. Kelly Road intersection (these uses would be developed in place of a 24,397-square-foot warehouse building). Under this application, total project square footage would be a maximum 554,099 square feet. Section 2, Project Description provides a complete description of the project.

Project Objectives

The objectives of the proposed project are to:

1. Facilitate the development of land contemplated for urban development to its highest and best use.
2. Positively contribute to the local economy via new capital investment, creation of new employment opportunities, and the expansion of the tax base.

3. Provide the City of American Canyon with a high-quality, employment-generating industrial development.
4. Serve local and regional demand for warehouse and wine warehouse uses, as well as providing the option of business-park serving commercial uses.
5. Locate a 24-7 industrial land use in a manner that allows for direct and safe access to the regional highway network while avoiding impacts to residential areas.
6. Facilitate the logical and orderly development of the Devlin Road corridor in accordance with the City of American Canyon General Plan and Napa County Airport Industrial Area Specific Plan.
7. Create a range of new employment opportunities for local residents.
8. Contribute to the long-term fiscal health of the City of American Canyon by generating new taxable sales, development impact fees, business license fees, and other sources of revenue.
9. Minimize potential truck and pedestrian conflicts through site planning that clearly separates truck and pedestrian access areas.
10. Minimize noise and land use compatibility impacts to the surrounding uses through site planning measures such as building orientation, screen walls, and landscaping.

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable impacts:

- **Consistency with Air Quality Management Plan:** The proposed project would result in exceedances of regional emissions thresholds and therefore would be inconsistent with the Bay Area Air Quality Management District regional air quality planning assumptions. Mitigation is proposed requiring the implementation of feasible emissions reduction measures; however, these measures would not reconcile this inconsistency. Therefore, the significance after mitigation is significant and unavoidable.
- **Cumulative Criteria Pollutant Impacts:** The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Mitigation is proposed requiring the implementation of air emissions reduction measures, but it would not fully reduce this impact to a level of less than significant. Therefore, the significance after mitigation is significant and unavoidable.
- **Sensitive Receptors:** The proposed project would emit toxic air contaminants (TACs) during construction that could potentially expose sensitive receptors in the project vicinity to unhealthful levels of pollution and result in an increase in cancer risk above the BAAQMD cancer risk threshold. Potential actions to reduce the cancer risk are identified in the

mitigation but require the agreement of the residents or property owners of the dwelling units. Since this cannot be assured, the impacts remain significant unavoidable.

- **Greenhouse Gas Emissions:** The proposed project would generate new sources of greenhouse gas emissions that would exceed Bay Area Air Quality Management District thresholds. Mitigation is proposed requiring the implementation of feasible emissions reduction measures; however, these measures would not reduce emissions to less than significant levels. Therefore, the significance after mitigation is significant and unavoidable.
- **Existing Plus Project Traffic:** The proposed project would generate new trips to intersections that would operate below the minimum acceptable standard under Existing Plus Project Traffic Conditions. Improvements are identified for each location; however, such improvements are uncertain and may not be feasible because they rely on the approval of third-party agencies or funding sources that are not secured at the time of this writing. As such, the significance after mitigation is significant and unavoidable.
- **Existing Plus Background Plus Project Traffic:** The proposed project would generate new trips to intersections that would operate below the minimum acceptable standard under Existing Plus Background Plus Project Traffic Conditions. Improvements are identified for each location; however, such improvements are uncertain and may not be feasible because they rely on the approval of third-party agencies or funding sources that are not secured at the time of this writing. As such, the significance after mitigation is significant and unavoidable.
- **Cumulative Traffic:** The proposed project would generate new trips to intersections that would operate below the minimum acceptable standard under Cumulative Traffic Conditions. Improvements are identified for each location; however, such improvements are uncertain and may not be feasible because they rely on the approval of third-party agencies or funding sources that are not secured at the time of this writing. As such, the significance after mitigation is significant and unavoidable.
- **Congestion Management Plan:** The proposed project would generate new trips to various Congestion Management Plan-designated roadway facilities. Certain facilities are projected to operate at unacceptable levels and improvements such as road widening are not acceptable to jurisdictions in Napa County. Furthermore, certain facilities are outside of the jurisdictional control of the City of American Canyon; therefore, there is uncertainty as to whether feasible improvements could be implemented, if determined to be available. Therefore, the significance after mitigation is significant and unavoidable.

Summary of Project Alternatives

Below is a summary of the alternatives to the proposed project considered in Section 5, Alternatives to the Proposed Project.

Alternative 1: No Project Alternative

Under the No Project Alternative, the previously entitled Building D (90,799 square feet on 5.58 acres) would be developed and the remainder of the project site would remain unchanged. No development would occur for the foreseeable future.

Alternative 2: Reduced Density Alternative

Under the Reduced Density Alternative, Building G (182,720 square feet) would be eliminated and Lot 6 would be developed as an 11.42-acre private outdoor recreation area. All other lots and buildings would be developed as contemplated by the proposed project. In total, either 389,088 square-feet of warehouse uses (Option 1) would be developed or 371,379 square feet of warehouse/gas station/restaurant uses (Option 2) would be developed under this alternative. The Reduced Density Alternative is the Environmentally Superior Alternative.

Alternative 3: Business Park Alternative

Under the Business Park Alternative, a 550,000-square-foot business park would be developed on the project site. The gas station, convenience market, and restaurant would not be developed as an option under this alternative. This alternative would represent a net reduction of 21,808 square feet relative to the Option 1 of the proposed project, and 5,499 square feet relative to the Option 2 of the proposed project.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on December 2, 2014. The NOP describing the original concept for the project and issues to be addressed in the EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from December 2, 2014 through January 2, 2015. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Aesthetics, Light, and Glare
- Air Quality/Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services and Utilities
- Transportation

Disagreement Among Experts

This Draft EIR contains substantial evidence to support all of the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions,

although the City of American Canyon is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft EIR:

- Air Quality/Greenhouse Gas Emissions
- Biological Resources
- Land Use
- Noise
- Public Services and Utilities
- Transportation

It is also possible that evidence will be presented during the 45-day, statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose the expert opinion that they find more compelling and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning the adequacy of the Draft EIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft EIR, and may certify the Final EIR without needing to resolve disagreements among experts.

Public Review of the Draft EIR

Upon completion of the Draft EIR, the City of American Canyon filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of American Canyon Community Development Department offices and the American Canyon Library. The address for each location is provided below.

City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Hours: Monday–Friday, 8:30 a.m. to 5:00 p.m.

American Canyon Library
300 Crawford Way
American Canyon, CA 94503
Tuesday: 10:00 a.m. to 5:30 p.m.
Wednesday/Thursday: 1:00 p.m. to 8:00 p.m.
Friday/Saturday: 10:00 a.m. to 5:30 p.m.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Ms. Colette Meunier, Consulting Project Planner
City of American Canyon
Community Development Department
4381 Broadway Street, Suite 201
American Canyon, CA 94503
Phone: 707.647.4336
Fax: 707.643.2355
Email: cmeunier@cityofamericancanyon.org

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the City of American Canyon on the project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the project.

Executive Summary Matrix

Table ES-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-1 is included in the EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1—Aesthetics, Light, and Glare		
Impact AES-1: The project would not have a substantial adverse effect on a scenic vista.	No mitigation is necessary.	Less than significant impact.
Impact AES-2: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation is necessary.	Less than significant impact.
Impact AES-3: The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	MM AES-3: Prior to issuance of building permits for the proposed project, the project applicant shall prepare and submit a photometric plan to the City of American Canyon for review and approval which demonstrates that all exterior light fixtures would be directed downward or employ full cut-off fixtures to minimize light spillage and avoid interference with aviation operations at the Napa County Airport. The approved plan shall be incorporated into the proposed project.	Less than significant impact.
Section 3.2—Air Quality/Greenhouse Gas Emissions		
Impact AIR-1: The project may conflict with or obstruct implementation of the applicable air quality plan.	Implement Mitigation Measures AIR-2, AIR-3a, and AIR-3b.	Significant unavoidable impact.
Impact AIR-2: The project may violate an air quality standard or contribute substantially to an existing or projected air quality violation.	MM AIR-2: All construction activity: During construction activities, the following air pollution control measures shall be implemented: <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, or more as needed. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads and surfaces shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks shall be paved as soon as possible. • Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 	Less than significant impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes (beyond the 5 minute limit required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator. • A publicly visible sign shall be posted with a name and telephone number of the applicant’s representative for dust complaints. This person shall respond and take corrective action within 2 business days of a complaint or issue notification. The Bay Area Air Quality Management District’s phone number shall also be visible to ensure compliance with applicable regulations. 	
<p>Impact AIR-3: The project may result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</p>	<p>MM AIR-3a: During on-site construction activities, the applicant shall require the use of clean construction equipment. All diesel equipment shall be powered by Tier 3 engines or equivalent. In addition, all off-road equipment idling shall be limited to 2 minutes.</p> <p>MM AIR-3b: Prior to issuance of the final certificate of occupancy for each building, the following measures to reduce emissions from on-site heavy duty trucks shall be implemented:</p> <ol style="list-style-type: none"> a) Post signs in all loading/unloading areas informing truck drivers California Air Resources Board (ARB) diesel anti-idling regulations. The signs shall include telephone numbers of the building facilities manager and the ARB to report violations. b) Require facility management to be trained in ARB anti-idling regulations. Anti-idling training shall be incorporated into the facility operations manual or equivalent document. c) Provide tenants with information about SmartWay or other organizations that seek to reduce air emissions associated with goods movement. 	<p>Significant unavoidable impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact AIR-4: The project may expose sensitive receptors to substantial pollutant concentrations.	Implement Mitigation Measure AIR-3a.	Significant unavoidable impact.
Impact AIR-5: The project would not create objectionable odors affecting a substantial number of people.	No mitigation is necessary.	Less than significant impact.
Impact AIR-6: The proposed project may result in significant impacts from potential accidental release of acutely hazardous air pollutants.	No mitigation is necessary.	Less than significant impact.
Impact AIR-7: Implementation of the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases.	<p>MM AIR-7a: If Option 2 is developed, the project applicant shall require the installation of a minimum of four electric vehicle charging stations on the project site that are available for use by the public.</p> <p>MM AIR-7b: If Option 2 is developed, the project applicant shall provide an on-site sidewalk system that provides connectivity between the proposed warehouse parcels and the proposed restaurant and mini-mart.</p>	Significant unavoidable impact
Section 3.3—Biological Resources		
Impact BIO-1: The proposed project may have a substantial adverse effect on special status plant species.	<p>MM BIO-1a: Prior to any vegetation removal or ground-disturbing activities, focused surveys shall be conducted to determine the presence of special-status plant species with potential to occur within the project site. Surveys shall be conducted in accordance with the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFG 2009). These guidelines require rare plant surveys to be conducted at the proper time of year when rare or endangered species are both “evident” and identifiable. Field surveys shall be scheduled to coincide with known blooming periods, and/or during periods of physiological development that are necessary to identify the plant species of concern. If no special-status plant species are found, then the project will not have any impacts to the species and no additional mitigation measures are necessary. If any of the special-status plant species are found and cannot be avoided, the following measures shall be required:</p> <ul style="list-style-type: none"> • Where surveys determine that special-status plant species are present within the off-site development areas, direct and indirect impacts of the 	Less than significant impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>project on the species (e.g., dwarf downingia and legenera, or other species with potential habitat in the project area during the appropriate time of year) shall be avoided where feasible through the establishment of activity exclusion zones, where no ground-disturbing activities shall take place, including construction of new facilities, construction staging, or other temporary work areas. Activity exclusion zones for special-status plant species shall be established prior to construction activities around each occupied habitat site, the boundaries of which shall be clearly marked with standard orange plastic construction exclusion fencing or its equivalent. The establishment of activity exclusion zones shall not be required if no construction-related disturbances would occur within 250 feet of the occupied habitat site. The size of activity exclusion zones may be reduced through consultation with a qualified biologist and with concurrence from USFWS or CDFW, as applicable, based on site-specific conditions.</p> <p>MM BIO-1b: If special-status plants are found within the project site and cannot be avoided, the Applicant shall retain a qualified biologist and consult with the USFWS or CDFW, as applicable, to prepare a special-status plant mitigation and monitoring plan to determine feasible impact minimization and mitigation for those special-status plants, which may include but are not limited to elements as applicable to the species, based on the project impacts, and as modified by the resource agencies:</p> <ul style="list-style-type: none"> • On-site seed/propagule salvage and transplantation to mitigate for unavoidable temporary construction impacts to special-status plants habitat. • Incorporating project site management requirements designed to reduce ongoing impacts from project operation, including controlling public access to avoided special-status plants habitat remaining on-site. • A salvage/transplanting program shall be developed, as part of a special-status plant mitigation and monitoring plan, for the salvage and transfer of special-status plants populations before the initiation of construction activities to another location either off-site or on-site that will be preserved in perpetuity (via conservation easement, deed restriction, or 	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>other appropriate legal means). Permits may be required from the CDFW or USFWS if a listed species is found and may require further mitigation in consultation with the appropriate agency or agencies. (Note: salvage/transplantation methods for the salvaged plant population must be developed on a species-by-species basis and would likely include the involvement of local conservation easements/preserves/open space, where applicable to ensure preservation in perpetuity). The salvage of special-status plant species must be performed at the correct time of year and transplanting must be successfully completed during the same year as construction was completed. The propagation program shall include establishment of success criteria for the affected special-status plants.</p> <ul style="list-style-type: none"> • Efforts shall be made to salvage portions of the habitat or plant populations that will be lost as a result of implementation of the proposed project. In addition to salvaging of special-status plants themselves, salvage efforts shall include topsoil and seed-banks surrounding impacted plants, if doing so will not contribute to the spread of invasive or noxious plant species. • If the resource agencies determine that implementation of Mitigation Measure BIO-1b is insufficient to mitigate for the loss of special-status plants, the applicant shall instead implement Mitigation Measure BIO-1d. <p>MM BIO-1c: If special-status plants are found on-site and Mitigation Measure BIO-1b is implemented, the Applicant shall design and implement a monitoring program as part of the special-status plant mitigation and monitoring plan to evaluate compliance with and the effectiveness of these mitigation measures. The monitoring program shall be conducted by a qualified botanist, and shall take place periodically during project construction, and annually, following the completion of construction, for 5 years. The project applicant shall bear the financial responsibility for mitigation measure monitoring and reporting for the entirety of the 5-year reporting period. If the monitoring program identifies mitigation measure noncompliance or ineffectiveness, the project applicant shall fund and implement remedial measures, including but not limited to on-site habitat</p>	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>restoration, re-seeding, the installation and maintenance of additional fencing, and other appropriate measures. The project applicant shall ensure that sufficient funding exists to complete all reasonably foreseeable remedial actions prior to the commencement of project construction. Annual monitoring reports shall be submitted to the USFWS or CDFW as applicable.</p> <p>MM BIO-1d: In lieu of on-site mitigation pursuant to Mitigation Measure BIO-1b and Mitigation Measure BIO-1c, as allowed in writing by the City (for CEQA-protected species only) or CDFW (for state-listed species) or USFWS (for federally listed species), mitigation requirements may be satisfied via the purchase of qualified mitigation credits or the preservation of off-site habitat.</p> <p>Appropriate off-site conservation opportunities shall be identified and, if feasible, protected in perpetuity through the purchase of conservation easements and/or mitigation bank credits. The habitat value of off-site conservation areas shall be enhanced where feasible through means such as reducing grazing intensity and restricting access. At a minimum, the loss of individuals or acres of occupied habitat (as appropriate) of a special-status species shall be compensated for through the acquisition, protection, and subsequent management of other existing occurrences at a ratio of 1:1. The resource agencies may increase the ratio depending on the rarity of the affected rare plant species (i.e., a listed species), and the abundance of the rare plant habitat impacted.</p>	
<p>Impact BIO-2: The proposed project may have a substantial adverse effect on special status wildlife species.</p>	<p>MM BIO-2a: No more than 14 days prior to commencement of ground-disturbing activities, the project applicant shall retain a qualified biologist to conduct burrowing owl surveys and impact assessment in accordance with the latest edition of the California Department of Fish and Wildlife Staff Report on Burrowing Owl Mitigation. The survey(s) shall be submitted to CDFW. If it is determined that project activities may result in impacts to nesting, occupied, and satellite burrows or burrowing owl habitat, the project applicant shall consult with CDFW and develop a detailed mitigation plan such that the habitat acreage, number of burrows and burrowing owls impacted are replaced. The mitigation plan shall be based on the requirements set forth in the latest edition of the Staff Report on Burrowing</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Owl Mitigation. Mitigation shall consist of one of the following options:</p> <p>(1) If burrowing owls are present and direct impacts can be avoided, the project applicant shall implement the following avoidance measures during all phases of construction to reduce or eliminate potential impacts to burrowing owls.</p> <ul style="list-style-type: none"> • Avoid disturbing occupied burrows during the nesting period, from 1 February through 31 August. • Avoid impacting burrows occupied during the non-breeding season by migratory or non-migratory resident burrowing owls. • Avoid direct destruction of burrows through chaining (dragging a heavy chain over an area to remove shrubs), disking, cultivation, and urban, industrial, or agricultural development. • Develop and implement a worker awareness program to increase the on-site workers' recognition of and commitment to burrowing owl protection. • Place visible markers near burrows to ensure that farm equipment and other machinery does not collapse burrows. • Do not fumigate, use treated bait or other means of poisoning nuisance animals in areas where burrowing owls are known or suspected to occur (e.g., sites observed with nesting owls, designated use areas). • Restrict the use of treated grain to poison mammals to the months of January and February. <p>(2) In the event that avoidance of burrowing owl or their burrows cannot be achieved, the project applicant, in consultation with CDFW, shall prepare a Burrowing Owl Exclusion Plan as indicated and following the latest edition of the Staff Report. Monitoring of the excluded owls shall be carried out in accordance with the latest edition of the Staff Report.</p> <p>MM BIO-2b: No more than 48 hours prior to the commencement of ground-disturbing activities that occur within 500 feet of the pond, the project applicant shall retain a qualified biologist to conduct a pre-construction survey for the western pond turtle in and around the pond. If one or more turtles are observed to be present, the applicant shall consult with CDFW for</p>	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>authorization to relocate the species to suitable habitat away from the construction zone. Regardless of the presence/absence of this species within the project site, exclusion fencing shall be installed around the pond to prevent the western pond turtle from reentering this area.</p> <p>MM BIO-2c: No more than 30 days prior to ground-disturbing activities that occur within 500 feet of potential nest trees for raptors or 250 feet of suitable nesting habitat for non-raptor bird species (i.e., trees, cattails, grassland) between February 1 and September 15, the project applicant retain a qualified biologist to conduct nesting bird surveys. The survey report shall be submitted to CDFW. If no active nests of Migratory Bird Treaty Act covered species are identified, then no further mitigation is required. If active nests of protected bird species are identified, the project applicant shall consult with the appropriate regulatory agencies to identify project-level mitigation requirements. Mitigation may include the following, based on current agency standards and policies:</p> <ol style="list-style-type: none"> 1) The project applicant shall delay construction in the vicinity of active nest sites during the breeding season (February 1 through September 15) while the nest is occupied with adults or young. A qualified biologist shall monitor any occupied nest to determine when the nest is no longer used. If the construction cannot be delayed, avoidance measures shall include the establishment of a non-disturbance buffer zone around the nest site. The buffer zone for non-raptor species shall be 250 feet, or as determined in consultation with CDFW. The buffer zone shall be delineated with highly visible temporary construction fencing. 2) No intensive disturbance (e.g., heavy equipment operation associated with construction, or use of cranes) or other project-related activities that could cause nest abandonment or forced fledging shall be initiated within the established buffer zone of an active nest between February 1 and September 15. 3) If construction activities are unavoidable within the buffer zone, the project proponent shall consult with CDFW and retain a qualified biologist to monitor the nest site to determine if construction activities are disturbing the adult or young birds. If disturbance is observed, the 	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>biologist shall have authority to stop construction within the buffer zone until the bird species have vacated the nest of their own accord.</p> <p>4) If fully protected species (white-tailed kites, golden eagles) are found to be nesting near the proposed construction area, their nests shall be completely avoided until the birds fledge. Avoidance shall include the establishment of a non-disturbance buffer zone of 500 feet, or as determined in consultation with the CDFW.</p>	
<p>Impact BIO-3: The proposed project may have a substantial adverse effect on any riparian habitat or other sensitive natural community.</p>	<p>Implement Mitigation Measure BIO-4.</p>	<p>Less than significant impact.</p>
<p>Impact BIO-4: The proposed project may have a substantial adverse effect on federally protected wetlands.</p>	<p>MM BIO-4: Prior to issuance of grading permits for Lots 5 and 6, the project applicant shall obtain all requisite approvals and permits from the appropriate resource agencies for impacts to waters of the United States and waters of the State. Such agencies may include but are not limited to the United States Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control Board. Should the approved Jurisdictional Delineation determine that the off-site utility work would impact regulated resources, the applicant shall obtain the necessary regulatory permits and mitigate impacts in accordance with the regulatory agency requirements to achieve "no net loss."</p>	<p>Less than significant impact.</p>
<p>Impact BIO-5: The proposed project would not interfere with wildlife or fish movement.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.4—Cultural Resources</p>		
<p>Impact CUL-1: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered historic resources.</p>	<p>MM CUL-1: If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet of the find shall halt and the City of American Canyon shall be notified. Prehistoric archaeological materials may include obsidian and chert flakedstone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the City of American Canyon. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</p>	
<p>Impact CUL-2: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered archaeological resources.</p>	<p>Implement Mitigation Measure CUL-1.</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact CUL-3: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered paleontological resources.</p>	<p>MM CUL-3: If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. The paleontologist shall report his or her findings to the City of American Canyon. Based on the scientific value or uniqueness of the find, the paleontologist shall either record the find and recommend that the City of American Canyon allow work to continue, or recommend salvage and recovery of the fossil. The paleontologist, if required, shall propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains shall include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and, if required, shall also include preparation of a report for publication describing the finds.</p>	<p>Less than significant impact.</p>
<p>Impact CUL-4: Subsurface construction activities associated with the proposed project may damage or destroy previously undiscovered human burial sites.</p>	<p>MM CUL-4: In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the Napa County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) shall be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American (PRC Section 5097.98), who in turn would make recommendations to the City of American Canyon for the appropriate means of treating the human remains and any associated funerary objects (CEQA Guidelines Section 15064.5(d)).</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.5—Geology, Soils, and Seismicity		
<p>Impact GEO-1: The proposed project may expose people or structures to potential substantial adverse effects associated with seismic hazards.</p>	<p>MM GEO-1: Prior to the issuance of building permits for each structure, the project applicant shall submit a design-level Geotechnical Investigation to the City of American Canyon for review and approval. The investigation shall be prepared by a qualified engineer and identify grading and building practices necessary to achieve compliance with the latest adopted edition of the California Building Standards Code geologic, soils, and seismic requirements, including abatement of expansive soil conditions. The report shall also determine the final design parameters for walls, foundations, foundation slabs, and surrounding related improvements (e.g., utilities roadways, parking lots, and sidewalks). The measures identified in the approved report shall be incorporated into the project plans and all applicable construction-related permits.</p>	<p>Less than significant impact.</p>
<p>Impact GEO-2: The proposed project may result in substantial soil erosion or the loss of topsoil.</p>	<p>Implement Mitigation Measure HYD-1a.</p>	<p>Less than significant impact.</p>
<p>Impact GEO-3: The proposed project would not be located on an unstable geologic unit or soil.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact GEO-4: The proposed project may create substantial risks to life or property as a result of expansive soil conditions on the project site.</p>	<p>Implement Mitigation Measure GEO-1.</p>	<p>Less than significant impact.</p>
Section 3.6—Hazards and Hazardous Materials		
<p>Impact HAZ-1: The project may involve the routine transport, use, or disposal of hazardous materials.</p>	<p>MM HAZ-1a: Prior to construction, all contractor and subcontractor personnel shall receive training regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including, without limitation, hazardous material spill prevention and response measures.</p> <p>MM HAZ-1b: Prior to issuance of the certificate of occupancy for any uses that involve the storage or use of acutely hazardous materials, the tenant shall consult with the California Emergency Management Agency to determine the guidelines and regulations applicable to the operations. If</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>required, tenants shall prepare a Risk Management Plan consistent with the California Accidental Release Prevention (CalARP) Program prior to undertaking any storage or use of acutely hazardous materials.</p> <p>MM HAZ-1c: During construction and operations, hazardous materials shall not be disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment shall be provided for all trash. All hazardous construction waste shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.</p>	
<p>Impact HAZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.</p>	<p>Implement Mitigation Measures HAZ-1a, HAZ-1b, and HAZ-1c.</p>	<p>Less than significant impact.</p>
<p>Impact HAZ-3: The proposed project is not located on a hazardous materials site listed pursuant to Government Code 65962.5.</p>	<p>No mitigation is necessary.</p>	
<p>Impact HAZ-4: The project may create aviation safety hazards for persons residing or working within 2 miles of the Napa County Airport.</p>	<p>Implement Mitigation Measure LU-3.</p>	<p>Less than significant impact.</p>
<p>Impact HAZ-5: The proposed project would not impair emergency response or evacuation in the project vicinity.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.7—Hydrology and Water Quality</p>		
<p>Impact HYD-1: Construction activities and changes to drainage patterns associated with the proposed project may degrade surface water quality in downstream water bodies</p>	<p>MM HYD-1a: Prior to issuance of grading permits for the proposed project, the City of American Canyon shall verify that the applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>construction activity are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site best management practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and (4) stabilization BMPs are installed to reduce or eliminate pollutants after construction are completed. The SWPPP shall be prepared by a qualified SWPPP developer. The SWPPP shall include the minimum BMPs required for the identified Risk Level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction or the Caltrans Stormwater Quality Handbook Construction Site BMPs Manual.</p> <p>MM HYD-1b: Prior to issuance of building permits for the proposed project, the project applicant shall prepare a Stormwater Control Plan that includes post-construction stormwater controls in the site design to satisfy requirements of the Phase II Small MS4 Permit. This shall include a review of the final Stormwater Control Plan by the City of American Canyon to ensure that the required controls are in place.</p> <p>Provision E.12.h of the MS4 Permit requires that an operation and maintenance program be implemented for post-construction stormwater management features. Responsible parties and funding for long-term maintenance of all BMPs must be specified. This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the MS4 Permit. Reports documenting inspections and any remedial action conducted shall be submitted regularly to the City for review and approval.</p>	
<p>Impact HYD-2: The proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact HYD-3: The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.8—Land Use</p>		
<p>Impact LU-1: The proposed project would not conflict with the City of American Canyon General Plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-2: The proposed project would not conflict with the Napa County Airport Industrial Area Specific Plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-3: The proposed project may conflict with the Napa County Airport Land Use Compatibility Plan.</p>	<p>MM LU-3: Prior to issuance of the first grading permit for Lot 5, the project applicant shall retain a qualified biologist to evaluate whether the open space area would attract large flocks of birds to the site. If the biologist determines that the open space would not attract large flocks of birds, no further mitigation is necessary. Otherwise, a wildlife management plan focused on the deterrence of large flocks of birds would be prepared by a qualified biologist and implemented for the preserved wetland area. The plan shall incorporate applicable Federal Aviation Administration (FAA) guidance for wildlife management specific to large flocks of birds and provide recommendations for the design and operation of the wetland area to ensure that it does not serve as an attractant for large flocks of birds that may be potentially incompatible with aviation operations. As part of plan development, the applicant shall consult with Napa County Airport representatives. The City of American Canyon shall confirm that the wildlife management plan’s recommendations are reflected in the design and maintenance plans for the preserved wetlands. The plan shall:</p> <ul style="list-style-type: none"> • If necessary, refine or adapt water management designs to comply with the guidance set forth in the FAA guidance. Once developed, the project proponent shall provide copies of its preserved wetland management plans to the airport management for review by an FAA qualified Wildlife Biologist to confirm that the proposed slope design and bio retention plantings are consistent with Advisory Circular 150/5200-33B. 	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Refine or adapt project designs to include materials that will not be attractive to potentially hazardous wildlife (i.e., large flocks of birds). The project proponent should provide copies of its proposed plans and plant palettes to airport management for review by an FAA-qualified Wildlife Hazard Damage Biologist to confirm that the preserved wetlands will be consistent with airport operations. • Develop design standards to address aviation and avian hazard management concerns. The project applicant shall develop specific design standards for incorporation into lease documents that address avian hazard management. For example, site users shall be directed to store all refuse in covered bins or dumpsters and equip signs and light standards with non-perching devices. • Establish a process for ongoing coordination with the Napa County Airport staff regarding avian management, facility management procedures, and airport operations so that changes in avian activity during or following project construction can be identified and addressed. 	
Section 3.9—Noise		
<p>Impact NOI-1: The proposed project may expose of persons to or generation of noise levels in excess of standards established in the General Plan or Municipal Code.</p>	<p>MM NOI-1a: Concurrent with the initial grading or site preparation phase on either Lot 1 or Lot 2, the project applicant shall retain a qualified acoustical consultant to prepare and submit an acoustical study to the City of American Canyon for review and approval that identifies the appropriate sound barrier to protect the adjoining single-family residential parcel. The study shall determine the requisite height, building materials and location of the sound barrier necessary to ensure that noise from operations on the project site does not result in an increase in noise levels for the adjoining single-family parcel greater than 3 dB CNEL. The conceptual location of the sound barrier is depicted in Exhibit 3.9 2 (Option 1) and Exhibit 3.9 3 (Option 2); however, these images do not limit the sound barrier to only these locations. The sound barrier shall employ landscaping or decorative features to soften the visual impact.</p> <p>MM NOI-1b: During construction activities, the following noise abatement measures shall be implemented:</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Construction activities involving the use of heavy equipment or loud tools shall be limited to the hours between 7:00 a.m. and 7:00 p.m., seven days a week. Construction activities that occur indoors or that do not involve the use of heavy equipment or loud tools may occur outside of these hours provided that they do not exceed 60 dB at the closest single-family residence. The City of American Canyon shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete). • All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. If no noise reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment. • Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 100 feet from the single-family residence, unless safety or technical factors take precedence (e.g., a heavy equipment breakdown). 	
<p>Impact NOI-2: Construction and operational activities associated with the proposed project would not generate substantial groundborne vibration.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact NOI-3: The proposed projects may cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact NOI-4: The proposed projects may cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>Implement Mitigation Measures NOI-1a and NOI-1b.</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact NOI-5: The proposed project would not expose persons working or residing in the project vicinity to excessive aviation noise.	No mitigation is necessary.	Less than significant impact.
Section 3.10—Public Services and Recreation		
Impact PSU-1: The proposed project would not result in a need for new or expanded fire protection facilities that may have physical impacts on the environment.	No mitigation is necessary.	Less than significant impact.
Impact PSU-2: The proposed project would not result in a need for new or expanded police protection facilities that may have physical impacts on the environment.	No mitigation is necessary.	Less than significant impact.
Impact PSU-3: The proposed project would be served with sufficient water supplies available from existing entitlements and resources.	No mitigation is necessary.	Less than significant impact.
Impact PSU-4: The proposed project would be served with adequate wastewater treatment capacity.	No mitigation is necessary.	Less than significant impact.
Impact PSU-5: The proposed project would not result in a need for new or expanded off-site storm drainage facilities.	No mitigation is necessary.	Less than significant impact.
Impact PSU-6: The proposed project would generate substantial amounts of solid waste that may result in inadequate landfill capacity or conflict with statutes or regulations concerning solid waste.	No mitigation is necessary.	Less than significant impact.
Impact PSU-7: The proposed project would not result in the unnecessary, wasteful, or inefficient use of energy.	No mitigation is necessary.	Less than significant impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.11—Transportation		
<p>Impact TRANS-1: The proposed project would contribute to unacceptable traffic operations under Existing Plus Project Traffic conditions.</p>	<p>MM TRANS-1a: The project applicant will be responsible for paying the City’s Traffic Impact Fee for the proposed development. The funds collected under this program would be used to make improvements to a number of intersections throughout American Canyon, improvements to which would lessen the significant cumulative transportation impacts. However, because these projects for which the Applicant would make a fair share contribution pursuant to this mitigation measure rely upon discretionary funding and approval by a third party (Caltrans), the impact would remain significant and unavoidable.</p> <p>MM TRANS-1b: Prior to issuance of the first construction permit for each building in the proposed project, the project applicant shall pay a fair share contribution towards the estimated construction costs for the following identified regional project on the state highway system. The fair share shall be calculated at the time payment is required, based on the projected traffic of the proposed use of the building, and the estimated cost of the construction at that time. Fair share shall be calculated by following the “Method for Calculating Equitable Mitigation Measures” from Caltrans Guide to the Preparation of Transportation Impact Studies (2002)”:</p> <ul style="list-style-type: none"> • The SR-12–29/SR221-Soscol Ferry Road Flyover Ramp, currently estimated at \$40 million according to Caltrans’s SR-29/221 Soscol Junction Improvement Project Draft Environmental Impact Report/Environmental Assessment (dated March 2015). • Because this project for which the Applicant would make a fair share contribution pursuant to this mitigation measure relies upon discretionary funding and approval by a third party (Caltrans), the impact would remain significant and unavoidable. The aforementioned parties (Caltrans, NCTPA, and the City of American Canyon, at minimum) will be required to develop formal agreements regarding the funding sources for these projects and the mechanism for collecting and transferring the funds for this mitigation measure to be feasible. 	<p>Significant unavoidable impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>MM TRANS-1c: Prior to issuance of the first construction permit for each building in the proposed project, the project applicant shall pay a fair share contribution of the estimated construction costs for the following identified regional project on the state highway system. The fair share shall be calculated at the time payment is required, based on the projected traffic of the proposed use of the building, and the estimated cost of the construction at that time. Fair share shall be calculated by following the “Method for Calculating Equitable Mitigation Measures” from Caltrans Guide to the Preparation of Transportation Impact Studies (2002)”:</p> <ul style="list-style-type: none"> • The grade-separated Airport Boulevard/SR-12–29 Interchange Project, planned by Caltrans, is currently estimated at \$73 million according to the NCTPA SR-29 Gateway Corridor Improvement Plan (dated February 2014). • Because this project for which the Applicant would make a fair share contribution pursuant to this mitigation measure relies upon discretionary funding and approval by a third party (Caltrans), the impact would remain significant and unavoidable. The aforementioned parties (Caltrans, NCTPA, and the City of American Canyon, at minimum) will be required to develop formal agreements regarding the funding sources for these projects and the mechanism for collecting and transferring the funds for this mitigation measure to be feasible. <p>MM TRANS-1d: Prior to issuance of the first certificate of occupancy for the proposed project, the Applicant shall construct the following improvements along South Kelly Road, or, at the sole discretion of the City, enter into an off-site improvement agreement and prove an acceptable financial guarantee ensuring that these improvements will be completed:</p> <p>(1) At the intersection of SR-29 at South Kelly Road:</p> <ul style="list-style-type: none"> • Northbound approach: three through lanes, two left-turn lanes, one right-turn lane • Southbound approach: three through lanes, one left-turn lane, one right-turn lane • Eastbound approach: one through lane, two left-turn lanes, one right-turn lane 	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Westbound approach: one through lane, two left-turn lanes, one right-turn lane <p>(2) At the intersection of South Kelly Road and Devlin Road:</p> <ul style="list-style-type: none"> • Northbound approach: one through lane, one right-turn lane • Southbound approach: one through lane, one left-turn lane • Private driveway: None • Westbound approach: one left-turn lane, one right-turn lane <p>(3) South Kelly Road, between Devlin Road and SR-29 intersections:</p> <ul style="list-style-type: none"> • Two westbound receiving lanes, one eastbound lane, and one two-way left turn lane. <p>The length of the turn lanes on SR-29 shall be in accordance with the Caltrans Highway Design Manual requirements for a 55-mph highway, and shall accommodate sufficient vehicle storage length for STAA vehicles under Existing Plus Background Plus Project conditions such that the intersection operates at least LOS D.</p> <p>The length of the turn lanes on South Kelly Road shall accommodate sufficient vehicle storage length under Existing Plus Background Plus Project conditions such that the intersection operates at least LOS D.</p> <p>The Applicant shall fund 100 percent of the cost of these improvements. To the extent this improvements represent oversizing that is over and above what would be necessary to mitigate the impacts of the project, the Applicant shall be eligible for reimbursement for costs above its fair share from other nearby private development on Assessor’s Parcel Numbers 057-090-083 and 84 that will also contribute traffic to this intersection. Prior to incurring any expenses for which they may be eligible for reimbursement, the Applicant shall enter into a reimbursement agreement with the City.</p> <p>This mitigation measure is the same as one that was required of Napa Logistics Park Phase 2 on Assessor’s Parcel Number 057-090-083. In the event that, at the time of issuance of the first building permit within the Napa Airport Corporate Center project, construction of the improvements described in this mitigation measure has commenced, or the developer of</p>	

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Napa Logistics Park Phase 2 has entered into an agreement with the City of American Canyon to fund and construct these improvements, then the Applicant for Napa Airport Corporate Center project shall not be responsible to fund and construct the improvements but shall be subject to obligations for fair share reimbursement for the improvements. The implementation of this mitigation measure would be done in conjunction with construction that has already been planned and approved. The additional construction activity may incrementally increase construction traffic, noise, and air emissions in the activity area, but would not change the analysis, conclusions, or mitigation measures in this EIR. Construction activity associated with this mitigation measure would be required to comply with all applicable local and state laws and regulations such as dust suppression, limitations on hours of construction, stormwater runoff controls, and other similar requirements designed to reduce or avoid environmental impacts.</p> <p>Because the South Kelly Road intersection at SR-29 is impacted in the PM peak hour as a result of downstream queues, the impact at this intersection would remain significant and unavoidable with the implementation of this mitigation measure without changes to SR-29 through the City of American Canyon (between Napa Junction Road and American Canyon Road).</p> <p>As a result of the implementation of this mitigation measure, the significant impacts at the South Kelly Road intersection with Devlin Road are reduced to a less than significant level.</p>	
<p>Impact TRANS-2: The proposed project would contribute to unacceptable traffic operations under Existing Plus Background Plus Project Conditions.</p>	<p>Implement Mitigation Measures TRANS-1a, TRANS-1b, TRANS-1c, TRANS-1d, and:</p> <p>MM TRANS-2: Prior to issuance of the first certificate of occupancy for the proposed project or when monitoring determines that it is warranted, the project applicant shall construct or pay its fair share to construct improvements at the intersection of South Kelly Road/Devlin Road (#18). The improvements shall consist of the installation of a signal and a westbound left-turn pocket on South Kelly Road. This mitigation measure is required mitigation for another development application (Napa Logistics</p>	<p>Significant unavoidable impact.</p>

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	Park Phase 2). The applicant shall fund 100 percent of the cost of this improvement. To the extent this improvements represents oversizing that is over and above what would be necessary to mitigate the impacts of the project, the applicant shall be eligible for reimbursement for costs above its fair share from other nearby private developments that will also contribute traffic to this intersection. Prior to incurring any expenses for they may be eligible for reimbursement, the applicant shall enter into a reimbursement agreement with the City. The roadway change to westbound South Kelly Road is currently proposed as part of Mitigation Measure TRANS-1d.	
Impact TRANS-3: The proposed project would contribute to unacceptable traffic operations under Cumulative Conditions.	Implement Mitigation Measures TRANS-1a, TRANS-1b, TRANS-1c, TRANS-1d, and TRANS-2.	Significant unavoidable impact.
Impact TRANS-4: The proposed project may conflict with an applicable congestion management program.	Implement Mitigation Measures TRANS-1a, TRANS-1b, TRANS-1c, and TRANS-1d.	Significant unavoidable impact.
Impact TRANS-5: The proposed project would not change air traffic patterns associated with Napa County Airport.	No mitigation is necessary.	Less than significant impact.
Impact TRANS-6: The proposed project would not substantially increase hazards due to a design feature or incompatible uses.	MM TRANS-6: Prior to issuance of building permits for each building, the project applicant shall prepare and submit a site plan to the City of American Canyon for review and approval that either re-configures the Building B driveway to be made right-in, right-out, or it should be eliminated, and the driveway for Building A should be made the lone access point for these two areas. The parking in this area should be re-organized to create a better circulation plan for Building A and B. The approved plans shall be incorporated into the improvement plans for the project.	Less than significant impact.
Impact TRANS-7: The proposed project would provide adequate emergency access.	No mitigation is necessary.	Less than significant impact.

Table ES-1 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact TRANS-8: The proposed project may conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.</p>	<p>MM TRANS-8: Prior to issuance of building permits for each building, the project applicant shall prepare and submit a site plan to the City of American Canyon for review and approval that depicts pedestrian facilities and crosswalks that facilitate safe, accessible pedestrian travel between the internal roadways and the building entrances. Pedestrian facilities may include public sidewalks or multi-use trails or private internal sidewalks or pathways. The site plan shall also depict the bike racks or lockers at strategic locations to serve the project buildings. The approved plans shall be incorporated into the improvement plans for the project.</p>	<p>Less than significant impact.</p>
<p>Impact TRANS-9: Construction of the proposed project may conflict with adopted policies, plans, or programs regarding construction activities.</p>	<p>MM TRANS-9: The project applicant shall develop and submit a Construction Management Plan (CMP) to the City of American Canyon prior to commencement of any construction activities, including construction activities associated with the transportation mitigation measures. The provisions of a CMP shall specifically address the characteristics of construction-related traffic associated with development. Such plans identify construction phasing and the level and type of construction-related traffic. The CMP shall identify construction truck routes to access the project site, lane closures on existing public streets (if needed) including a plan for any necessary traffic control measures, and on-site staging requirements, and other information as required by the City.</p> <p>Once the construction truck routes have been approved, but before construction has started, the applicant shall conduct a survey of existing conditions of pavement along the approved truck routes and submit documentation of the results to the City. When construction has been substantially completed such that there will be no further construction truck trips, the applicant shall re-survey the construction truck routes. The project applicant shall be responsible for repairing damage to roadways used for construction vehicle access to the site and attributable to the project so that the roadway conditions are returned to their pre-construction conditions (or better) as documented in the pre-construction survey along the truck routes following the construction of the project.</p>	<p>Less than significant impact.</p>