

SECTION 4: CUMULATIVE EFFECTS

4.1 - Introduction

CEQA Guidelines Section 15130 requires the consideration of cumulative impacts within an EIR when a project's incremental effects are cumulatively considerable. Cumulatively considerable means that ". . . the incremental effects of an individual 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." In identifying projects that may contribute to cumulative impacts, the CEQA Guidelines allow the use of a list of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those which are outside of the control of the lead agency.

In accordance with CEQA Guidelines Section 15130(b), ". . . the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone." The discussion should be guided by standards of practicality and reasonableness, and it should focus on the cumulative impact to which the identified other projects contribute rather than on the attributes of other projects that do not contribute to the cumulative impact.

The cumulative analysis discusses impacts from cumulative development, which includes the project plus other related past (existing conditions), present (projects under construction), and reasonably foreseeable future development (proposed, approved, and reasonably expected). Cumulative impacts are analyzed within an identified geographic scope, based on the nature of the impact and the affected resources or population. Within the relevant geographic scope for each impact topic, the present and reasonably foreseeable future development is identified through either a list of projects, growth projections, or both. Thus, certain impact topics, such as transportation, air quality, climate change, and water supply, use growth projections contained in planning documents such as the American Canyon General Plan, the BAAQMD's air quality projections, the Napa-Solano County Travel Demand Forecasting Model, the American Canyon 2010 Urban Water Management Plan, and other projections of various service and utility providers. Other impact topics implicate a more confined geographic area and thus a list of closely related present and future development projects is used in the assessment of these cumulative impacts. The City has identified a list of present and foreseeable development projects in the City and the cumulative analysis uses this list as appropriate for certain impact topics.

Table 4-1 provides a list of the other nearby projects that were evaluated to determine if impacts from these projects could combine with the existing development and the proposed project to result in a significant adverse impact and this list is used in the cumulative analysis where the "list approach" was utilized. These projects are included in the growth projections in the planning documents mentioned above. Not all of these projects would combine with the proposed project to create localized cumulative impacts. Nonetheless, this list was used as a checklist for determining if the impacts of these nearby projects could potentially combine with the impacts of the proposed project.

Table 4-1: Nearby Cumulative Projects

Jurisdiction	Project	Characteristics	Location	Status
City of American Canyon	Napa Airport Corporate Center Phase 1	90,799-square-foot warehouse*	Devlin Road/S. Kelly Road	Approved
	Napa Logistics Park Phase 1	646,000-square-foot warehouse	Immediately east of project site	Approved; under construction
	Napa Logistics Park Phase 2	2,271,000 square feet of warehouse, distribution, E-commerce, manufacturing, and accessory office/retail	Immediately east of project site	Pending
	Napa Junction Phase 3	35,000 square feet of commercial uses and 148 apartments	SR-29/Napa Junction Road	Approved
	Devlin Road Extension (South)	0.50-mile extension of Devlin Road to Green Island Road	Project site to Green Island Road	Planned
	Canyon Ranch Estates	35 single-family dwelling units	Newell Drive/Silver Oak Trail	Pending
	Watson Ranch Specific Plan	1,250 dwelling units; 50 live/work units; 93,500 square feet commercial; 100-room hotel; 600-student school	North of Vintage Ranch	Pending
	Village at Vintage Ranch	164 condominiums	American Canyon Road/Silver Oak Trail	Approved
	Valley View Senior Housing	70 senior dwelling units	Theresa Avenue/Medeiros Lane	Approved
	Lombard Crossing	287,200-square-foot warehouse	Lombard Road/Hess Road	Approved
City of Napa	St. Regis Napa Valley	250-unit resort; 25,000-case/year winery; extension of sewer and recycled water service to Stanly Ranch	Stanly Ranch	Approved; not constructed
	Stanly Ranch Subdivision	18 estate residences; six public wineries; 13 private wineries	Stanly Ranch	Approved; partially constructed
Unincorporated Napa County	International Airline Training Academy	Flight school (100,000 annual operations)	Napa County Airport	Pending
	Profili Industrial Building	38,614 square feet industrial	Gateway Road East	Approved

Table 4-1 (cont.): Nearby Cumulative Projects

Jurisdiction	Project	Characteristics	Location	Status
Unincorporated Napa County (cont.)	Napa Pipe	945 dwelling units, a 225-bed senior housing facility, a 150-room hotel, a 154,000-square-foot membership warehouse club, 40,000 square feet of neighborhood-serving retail and restaurants, community facilities, research and development, light industrial, warehousing and office space, and parks, public open space and other public amenities	North of SR-29; west of Napa River	Approved; not constructed
	Devlin Road Extension (North)	0.25-mile extension of Devlin Road from Airpark Road to Airport Boulevard	Airpark Road to Airport Boulevard	Planned
Caltrans	Soscol Flyover	New flyover for southbound SR-121 to southbound SR-29	SR-12/SR-29/ SR-221	Planned
Multiple	Napa Valley Vine Trail	47-mile Class I bicycle/pedestrian trail from Vallejo to Calistoga	Existing and future alignment of Devlin Road (project vicinity)	Planned
<p>Note: * This building was evaluated at 115,737 square feet in the traffic analysis in Section 3.11, Transportation; however, the actual entitlements on file with the City of American Canyon reflect the lower 90,799 square footage value. Source: City of American Canyon, 2015; City of Napa, 2015; County of Napa, 2015.</p>				

4.2 - Cumulative Impact Analysis

The cumulative impact analysis below is guided by the requirements of CEQA Guidelines Section 15130. Key principles established by this section include:

- A cumulative impact only occurs from impacts caused by the proposed project and other projects. An EIR should not discuss impacts that do not result from the proposed project.
- When the combined cumulative impact from the increment associated with the proposed project and other projects is not significant, an EIR need only briefly explain why the impact is not significant; detailed explanation is not required.
- An EIR may determine that a project’s contribution to a cumulative effect impact would be rendered less than cumulatively considerable if a project is required to implement or fund its fair-share of mitigation intended to alleviate the cumulative impact.

The cumulative impact analysis that follows relies on the principles as the basis for determining the significance of the proposed project cumulative contribution to various impacts.

4.2.1 - Aesthetics, Light, and Glare

The geographic scope of the cumulative aesthetics, light, and glare analysis is the 0.25-mile radius surrounding the project site. This is the area within view of the project site and, therefore, the area most likely to experience cumulative changes in visual character or experience cumulative light and glare impacts.

Several of the projects listed in Table 4-1 are immediately adjacent to or within 0.25 mile of the project site (e.g., Napa Logistics Park Phases 1 and 2, Napa County Airport flight school and hangars, Devlin Road extension, and Napa Valley Vine Trail, as discussed further below).

The area surrounding the project site is characterized by existing, large industrial/commercial uses. The Napa County Airport is located northwest of the project site, consisting of 824 acres, three runways, associated taxiways and tarmacs, a control tower, approximately 200 hangars, approximately 160 tie down spaces, and a helicopter pad. Immediately North of the project site are the Devlin Road Transfer Station, an approximately 18-acre recycling and solid waste facility, and other industrial uses associated with the Napa County Airport Industrial Area. The Napa Logistics Park Phase 1 Project occupies 38.3 acres immediately west of the project site, and a 646,000-square-foot warehouse building is under construction on this parcel. Further south are undeveloped land designated for general industrial use and Diablo Timber, an approximately 9-acre wholesale lumberyard.

The project site and the surrounding area have long been planned to accommodate large industrial and warehouse uses, and is isolated and separate from the residential areas of the City. The existing surrounding uses are large industrial uses. The City of American Canyon General Plan designates the project site as “Industrial” and the Napa County Airport Industrial Area Specific Plan zones the project site as “Business/Industrial Park.” Both land use designations permit the types of end uses envisioned by the proposed project and other existing, approved, and reasonably foreseeable future developments.

Although the development of the proposed project would fundamentally change the visual character of the project site, it would be compatible with the surrounding existing and planned large scale industrial uses, and would be consistent with the City of American Canyon General Plan land use designation for the project site. Because the proposed project would maintain the existing 3.5-acre seasonal wetland area, this would retain the most notable visual feature on the project site. The project site would feature landscaping consisting of trees, shrubs, and groundcover. Landscaping would be installed along internal roadways, around the buildings, and in the parking areas, and would be approved and installed at the time of construction of each building. Design Permits would be required from the City to approve the specific building and site design on each lot, including building height. Other past projects, present projects under construction, and reasonably foreseeable projects in the surrounding area would be subject to similar landscaping and design requirements. Therefore, the proposed project conjunction with other past, present, and reasonably foreseeable projects, would not result in cumulatively significant aesthetic impacts.

The past, present, and reasonably foreseeable developments near the project site have contributed to—and would continue to contribute to—ambient light and glare in the project vicinity. The

proposed project would install new sources of light and glare on the project site from exterior building lighting, security lighting, and lights and glare associated with vehicles accessing the project site. Mitigation Measure AES-3 requires new exterior lighting fixtures to employ full cut-off fixtures to direct light downward and eliminate spillage. Other past, present, and reasonably foreseeable future developments in the project vicinity that involve the installation of new exterior lighting fixtures have been and would be required to implement similar, standard measures to prevent light spillage. Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects in the applicable geographic area would not have a cumulatively significant impact related to light and glare.

4.2.2 - Air Quality and Greenhouse Gas Emissions

The geographic scope of the cumulative air quality and greenhouse gas emissions analysis is the San Francisco Bay Area Air Basin, which covers all or portions of the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Sonoma, and Solano. Air quality is impacted by topography, dominant air flows, atmospheric inversions, location, and season; therefore, using the Air Basin represents the area most likely to be impacted by air emissions. The BAAQMD CEQA Guidelines cumulative significance criteria are used in the cumulative analysis of air quality and greenhouse gas emissions.

Air Quality Management Plan Consistency: The Air Basin is currently designated as nonattainment for the state and federal ozone and PM_{2.5} standards and the PM₁₀ state standards.¹ While an air quality plan exists for ozone, none currently exists for particulate matter. A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would result in substantial new regional emissions not foreseen in the air quality planning process. Regional emissions forecasts in the air quality plan are based on population and employment forecasts based on City and County General Plans. As discussed in Section 3.8, Land Use, the proposed project is consistent with land use designations and applicable goals and policies of the American Canyon General Plan, site zoning, the Napa County Airport Industrial Area Specific Plan, and other applicable land use regulatory documents. As such, the proposed project would be considered planned growth. The proposed project would not result in a substantial unplanned increase in population, employment, or regional growth in vehicle miles traveled, and it would not conflict with or obstruct implementation of the air quality plan.

Additionally, the proposed project would meet all of the applicable Land Use Measures and Energy and Climate Measures contained in the BAAQMD's 2010 Clean Air Plan. For example, the proposed project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any air quality plan control measures.

¹ On January 9, 2013, EPA issued a final rule to determine that the Bay Area attains the 24-hour PM_{2.5} national standard. This EPA rule suspends key SIP requirements as long as monitoring data continues to show that the Bay Area attains the standard. Despite this EPA action, the Bay Area will continue to be designated as "non-attainment" for the national 24-hour PM_{2.5} standard until such time as the Air District submits a "redesignation request" and a "maintenance plan" to EPA, and EPA approves the proposed redesignation. From <http://www.baaqmd.gov/Divisions/Planning-and-Research/AQSAS.aspx#ten>.

The proposed project would emit operational criteria pollutant emissions (reactive organic gases and oxides of nitrogen) at levels that would exceed the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and significance thresholds. Mitigation is proposed requiring the implementation of criteria pollutant emissions reduction measures; however, mitigation would not reduce these emissions to below BAAQMD thresholds. Because the proposed project cannot reduce criteria pollutant emissions to below BAAQMD regional thresholds with mitigation, the project would contribute to a cumulatively significant and unavoidable regional air quality impact related to consistency with the BAAQMD's current Clean Air Plan.

Air Quality Standards: With implementation of fugitive dust control measures, the proposed project would not result in any localized construction fugitive dust impacts. The proposed project was not found to result in any CO hotspots or create objectionable odors affecting a substantial number of people. Therefore, the proposed project would not contribute to any potential significant cumulative significant impact related to localized criteria pollutant impacts from fugitive dust or CO, or objectionable odors.

As noted above, the proposed project would emit operational criteria pollutant emissions (reactive organic gases and oxides of nitrogen) at levels that would exceed the BAAQMD 2010 CEQA Guidelines and significance thresholds. Therefore, the project would contribute to a cumulatively significant and unavoidable regional air quality impact related to criteria pollutants.

Sensitive Receptors: In developing thresholds of significance for air pollutants, BAAQMD established numerical thresholds for determining when a project's individual contributions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable. Since the proposed project's health risk impacts and PM_{2.5} concentration at sensitive receptors are above these levels under the BAAQMD criteria, the project would result in a cumulatively considerable contribution to a potentially significant cumulative impact.

Greenhouse Gas Emissions: The proposed project would emit new greenhouse gas emissions, as would other past, present, and reasonably foreseeable projects within the Air Basin. The BAAQMD has not set a numerical threshold of significance for GHG emissions from construction. The BAAQMD has a numerical threshold of significance for GHG emissions from operation as well as a threshold on a per-service population basis. The proposed project would comply with relevant elements of the City of American Canyon Energy Efficiency Climate Action Plan (EECAP), such as exceeding the Title 24 standards for new construction, and was found to achieve the EECAP's 15 percent reduction objective. The BAAQMD has set thresholds of significance with respect to the 2020 GHG emission target under Assembly Bill (AB) 32. The project GHG emissions are above the BAAQMD threshold of 1,100 MTCO₂e/year and above the alternative threshold of 4.6 MTCO₂e/Service Population. The project is consistent with the applicable local plans, policies, and regulations and would not conflict with the provisions of AB 32, the applicable air quality plan, or any other state or regional plan, policy, or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions. However, to acknowledge the project's noncompliance with the BAAQMD thresholds of significance with respect to the 2020 GHG emissions target, this document concludes that the proposed project, in conjunction with other past, present, and reasonably foreseeable future

development in the Air Basin, would result in a cumulatively considerable greenhouse gas emissions impact.

4.2.3 - Biological Resources

The geographic scope of the cumulative biological resources analysis is the project vicinity. The project site is located at the transition between urban development and the marshes associated with the Napa River; accordingly, habitats in these areas tend to be disrupted and impacts would be localized.

The proposed project has the potential to have significant impacts on the following special-status plant species: dwarf downingia and legenera. Past surveys on the site have not detected species. Mitigation Measures BIO-1a and BIO-1b require rare plant surveys for these species and implementation of relocation measures if they are found to be present. Although past, present, and reasonably foreseeable development in the project vicinity has resulted and could continue to result in impacts to special-status plant species, the state and federal resource agency regulatory/permit process and requirements, including compensatory mitigation, and the mitigation requirements of CEQA have ensured and would continue to ensure that these impacts are reduced or avoided. As such, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects in the applicable geographic area, would not have a cumulatively significant impact on special-status plant species.

The proposed project has the potential to have significant impacts on the following special-status wildlife species: western burrowing owl, western pond turtle, and nesting birds. Mitigation Measures BIO-2a, BIO-2b, and BIO-2c require pre-construction surveys for these species and implementation of protection measures if they are found to be present. Although past, present, and reasonably foreseeable development in the project vicinity has resulted in and could continue to result in impacts to special-status wildlife species, the state and federal resource agency regulatory/permit process and requirements, including compensatory mitigation, and the mitigation requirements of CEQA have and will continue to ensure that these impacts are reduced or avoided. As such, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects in the applicable geographic area, would not have a cumulatively significant impact on special-status wildlife species.

A 3.5-acre seasonal wetland area within the project boundaries is classified as a "Water of the United States" pursuant to the Clean Water Act. As such, Mitigation Measure BIO-4 requires the project applicant to obtain all requisite approvals and permits from the United States Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control Board for impacts to waters of the United States and waters of the State, and mitigate for the loss of such features if present. Other past, present, and reasonably foreseeable projects have been and could be required to mitigate for the loss of wetlands, including compensatory mitigation, if such features are determined to be impacted by their implementation. As such, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would not have a cumulatively significant impact to protected wetlands.

All other project-related biological resource impacts were found to be less than significant and did not require mitigation (e.g., wildlife movement and local biological ordinances). Consequently, the proposed project would not contribute to any cumulative impact related to these issues. Other past, present, and reasonably foreseeable projects that result in similar impacts have been or would be required to mitigate for their impacts.

Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable planned and approved projects in the vicinity, would not have a cumulatively significant impact related to biological resources.

4.2.4 - Cultural Resources

The geographic scope of the cumulative cultural resources analysis is the project vicinity. Cultural resource impacts tend to be localized because the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils; therefore, in addition to the project site (including the off-site construction areas), the area near the project site would be the area most affected by project activities (generally within a 500-foot radius).

Construction activities associated with past, present, and reasonably foreseeable future development projects in the project vicinity have had and may continue to have the potential to encounter undiscovered cultural resources. These projects have been and would continue to be required to mitigate for impacts through compliance with applicable federal and state laws, including CEQA, governing the protection of cultural resources. Although there is the possibility that previously undiscovered resources could be encountered by subsurface earthwork activities, the implementation of standard construction mitigation measures would ensure that undiscovered cultural resources are not adversely affected by project-related construction activities. These mitigation measures would prevent the destruction or degradation of potentially significant cultural resources on the project site. Other projects in the nearby vicinity have been and will continue to be subject to similar standard mitigation measures. Additionally, the project has a low potential for disruption of cultural resources given the previous site disturbance and the lack of any known resources within the site boundaries. Because of the comprehensive nature of the mitigation measures that would apply to this project, and which have applied and will continue to apply to other projects in the vicinity, the residual insignificant impacts would not combine to result in a significant cumulative impact.

Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable planned and approved projects in the vicinity would not have a cumulatively significant impact related to cultural resources.

4.2.5 - Geology, Soils, and Seismicity

The geographic scope of the cumulative geology, soils, and seismicity analysis is the project vicinity. Adverse effects associated with geologic, soil, and seismic hazards tend to be site specific, because each project site has its own geologic and soils conditions and each project its own design characteristics, or localized within the area near the project site most affected by project activities (generally within a 0.25-mile radius).

Past, present, and future development projects in the project vicinity have the potential to be exposed to seismic hazards. The project site may be subject to strong ground strong ground shaking during an earthquake; thus, Mitigation Measure GEO-1 requires the project applicant to retain a qualified geotechnical consultant to prepare a design-level geotechnical study and implement all California Building Standards Code applicable requirements into project plans. Other nearby past, present, and reasonably foreseeable development projects have been and will be exposed to similar potential seismic hazards and will be required to comply with the relevant state and local laws designed to mitigate seismic hazards and mitigation measures imposed under CEQA. Therefore, the proposed project, in conjunction with other cumulative development, would not expose people or structures to substantial adverse effects, including the risk of loss, injury, or death in the event of a major earthquake; fault rupture; ground shaking; seismic-related ground failure; landslide; or liquefaction.

Regarding soil erosion, development activities could lead to increased erosion rates on site soils, which could cause unstable ground surfaces and increased sedimentation in nearby streams and drainage channels. Mitigation Measure HYD-1a requires implementation of standard stormwater pollution prevention measures to ensure that earthwork activities do not result in substantial erosion off-site. This mitigation, in turn, would have to comply with the National Pollution Discharge Elimination System (NPDES) stormwater permitting program, which regulates water quality originating from construction sites. The NPDES program, which governs projects statewide (and nationwide), requires the preparation and implementation of Stormwater Pollution Prevention Programs for construction activities that disturb more than 1 acre, and the implementation of Best Management Practices that ensure the reduction of pollutants during stormwater discharges, as well as compliance with all applicable water quality requirements. The project will be required to comply with these regulations, as have and will other nearby past, present, and reasonably foreseeable development projects. Therefore, the proposed project, in conjunction with other nearby cumulative development, would not have a cumulatively significant impact associated with erosion.

Finally, the project site contains native soils that have shrink-swell characteristics, which may expose project structures to expansive soil hazards. Mitigation Measure GEO-1 requires the project applicant to retain a qualified geotechnical consultant to prepare a design-level geotechnical study and incorporate all California Building Standards Code applicable requirements into project plans. Other nearby past, present, and reasonably foreseeable development projects could be exposed to expansive soil hazards and, therefore, have been and will be required to implement similar mitigation measures based on state and local regulations and CEQA requirements. As such, the proposed project, in conjunction with other nearby past, present, and reasonably foreseeable projects, would not have a cumulatively significant impact associated with expansive soils.

Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable planned and approved projects in the vicinity, would not have a cumulatively significant impact related to geology, soils and seismicity.

4.2.6 - Hazards and Hazardous Materials

For most topics, the geographic scope of the cumulative hazards and hazardous materials analysis is the project area. Adverse effects of hazards and hazardous materials tend to be localized; therefore, the area near the project area would be most affected by project activities. For the transport of hazardous materials, the geographic scope includes local and regional transportation facilities.

The proposed project would not result in any significant impacts associated with hazardous materials, because there is no evidence of contamination from past uses, and any use or storage of hazardous materials during construction or operations would be subject to compliance with regulatory requirements and mitigation measures. Accordingly, all project-related impacts associated with hazardous materials were found to be less than significant. As with the proposed project, other past, present, and reasonably foreseeable projects have been and will continue to be required to comply with applicable federal, state, and local regulatory requirements regarding the transport of hazardous materials, clean-up of hazardous materials, and the use and storage of hazardous materials during construction and operation. Additionally, hazardous materials impacts tend to be localized to individual project sites. Consequently no significant cumulative impacts would occur.

The proposed project and other past, present, and reasonably foreseeable projects would not create a wildlife attractant hazard for the Napa County Airport, because required compliance with the Napa County Airport Land Use Compatibility Plan and FAA regulations would ensure that inappropriate land uses do not locate near the airport. Therefore, the proposed project, in conjunction with other past, approved, and reasonably foreseeable future projects, would not have a cumulatively significant impact related to hazards and hazardous materials.

4.2.7 - Hydrology and Water Quality

The geographic scope of the cumulative hydrology and water quality analysis is the project vicinity, generally areas within 0.5 mile of the project site. Hydrologic and water quality impacts tend to be localized; therefore, the area near the project site would be most affected by project activities.

The proposed project would involve short-term construction and long-term operational activities that would have the potential to degrade water quality in downstream water bodies. These activities are subject to regular requirements that would ensure no significant adverse impacts would occur. Mitigation Measures HYD-1a and HYD-1b would require implementation of various construction and operational water quality control measures that would prevent the release of pollutants into downstream waterways. These measures include preparation of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit; and compliance with the Municipal Regional Permit, including implementation of best management practices and Low Impact Development features.

Other past, present, and reasonably foreseeable projects that propose new development have been and will be required to implement similar mitigation measures in accordance with applicable laws and regulations. The combined implementation of construction and operation water quality control

measures by other past, present, and reasonably foreseeable projects would avoid or reduce to a less than significant level any related cumulative impacts.

All other project-related hydrology impacts were found to be less than significant and did not require mitigation (e.g., groundwater and drainage). Other past, present, and reasonably foreseeable projects that result in groundwater and drainage impacts have been and will be required to comply with applicable laws and regulations designed to protect groundwater resources and ensure that adequate drainage facilities are provided for all projects and include facilities to prevent and reduce runoff from development sites.

Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable planned and approved projects in the vicinity, would not have a cumulatively significant impact related to hydrology and water quality.

4.2.8 - Land Use

The geographic scope of the cumulative land use analysis is the Napa County Airport Industrial Area Specific Plan area. Existing development in this area is predominantly industrial uses, including the airport. Projects under construction include the Napa Logistics Park Phase 1 Project, which is approved for warehouse and other similar uses. Foreseeable future development in the area includes the Napa Logistics Park Phase 2 Project.

The proposed project would be consistent with the Napa County Airport Industrial Area Specific Plan, the Napa County Airport Land Use Compatibility Plan, and the American Canyon General Plan because its proposed uses are allowed under these plans. The existing uses in the area are generally industrial and related compatible uses. Projects under consideration in the area and reasonably foreseeable future projects will be required to be consistent with the Specific Plan, the Airport Land Use Compatibility Plan, the General Plan, and the City's Zoning Code. Additionally, the project and other nearby development will be and have been required to implement wildlife management plans to ensure compatibility with airport operations. Consequently, the proposed project, in conjunction with past, present, and reasonably foreseeable development, would not result in a cumulatively significant land use impact.

4.2.9 - Noise

The geographic scope of the cumulative noise analysis is the project vicinity, including surrounding sensitive receptors. Noise impacts tend to be localized; therefore, the area near the project site (approximately 0.25 mile) would be the area most affected by project activities. Furthermore, given the properties and the distance between other past, present, and reasonably foreseeable development projects (more than 0.5 mile away), project-related noise would not combine with other sources further away.

The proposed project's construction noise levels may cause a temporary substantial increase in noise levels at nearby receptors. Mitigation is proposed that would require implementation of construction noise attenuation measures to reduce noise levels. Other projects in the project vicinity that could be under construction at the same time as the project (such as Napa Logistics Park

Phases 1 and 2) could combine to expose nearby sensitive receptors to excessive construction noise from trucks and equipment. However, because noise is a localized phenomenon, the properties of noise are not additive, construction activities on these projects may not overlap, and all projects would be subject to the City's noise ordinance requirements and mitigation measures, the proposed project would not contribute to a cumulatively significant construction noise impact.

The proposed project's construction and operational vibration levels would not exceed annoyance thresholds. Because vibration is a highly localized phenomenon, there would be no possibility for vibration associated with the project to combine with vibration from other projects because of their distances from the project site. Therefore, the proposed project would not contribute to a cumulatively significant vibration impact.

As discussed in Section 3.9, Noise, after mitigation, the proposed project's vehicular trips would not make a substantial incremental contribution to ambient noise levels under baseline-with-project and future-with-project conditions. These noise levels account for existing vehicle trips as well as vehicle trips from future projects. Furthermore, the proposed project's contribution to vehicular noise levels would not exceed the applicable thresholds of significance, which take into account existing noise levels as well as noise from trips associated with other planned or approved projects. Finally, because most of the other projects included within the scope of the transportation analysis are more than 1 mile from the project site, cumulative vehicular trips will be unlikely to add to roadway noise levels in the project vicinity. Thus, the proposed project will not combine with other projects to cause a cumulatively considerable increase in ambient roadway noise.

4.2.10 - Public Services and Utilities

The geographic scope of the cumulative public services analysis is the service area of each of the providers serving the proposed project. Because of differences in the nature of the public service and utility topical areas, they are discussed separately.

Fire Protection and Emergency Medical Services

The geographic scope of the cumulative fire protection and emergency medical services analysis is the American Canyon Fire Protection District service area, which consists of the American Canyon city limits.

The proposed project would result in the development of up 571,808 square feet of light industrial uses on 50 acres. The project site is located within 2.5 miles of the nearest fire station and is within an acceptable response time for fire protection. As such, the proposed project would not create a need for new or expanded fire protection facilities and would not result in a physical impact on the environment. Additionally, the proposed project would comply with all applicable requirements of the California Fire Code, including provision of adequate emergency access points, and it would be accessible to fire apparatus. Other past, present, and reasonably foreseeable development projects in the Fire District service area have been and will be reviewed for impacts on fire protection and emergency medical services and have been and will be required to address any potential impact with mitigation. Additionally, the Fire District plans for service needs consistent with existing demands and growth anticipated in the City's planning documents such as the Specific Plan.

Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable development, would not have a cumulatively significant impact related to fire protection and emergency medical services.

Police Protection

The geographic scope of the cumulative police protection analysis is the service area of the American Canyon Police Department, which consists of the American Canyon city limits.

The proposed project and other past, present, and reasonably foreseeable projects in the police service area have been and will continue to be reviewed for impacts on police services, and also have been and will continue to be required to address any potential impact with mitigation. Additionally, the police department plans for service needs consistent with existing demands and growth anticipated in the City planning documents, such as the Specific Plan. Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable development, would not have a cumulatively significant impact related to police protection.

Water

The geographic scope of the cumulative potable water analysis is the City of American Canyon Public Works Department service area, which encompasses the American Canyon city limits.

The proposed project is estimated to demand 7.73 acre-feet of potable water and 10.80 acre-feet of recycled water annually. The City of American Canyon Urban Water Management Plan indicates that potable water demand and supplies will total 3,162 and recycled water demand and supply will total 666 acre-feet in 2015. The proposed project's demands would represent 0.2 percent of potable water supplies and 1.6 percent of recycled water supplies. Furthermore, the City of American Canyon's 2010 Urban Water Master Plan estimates that sufficient water is available to meet the needs of the service area through the year 2035, which accounts for the City of American Canyon's long-term growth assumptions. The City has adopted the Zero Water Footprint Policy that requires all new development to completely offset its potable water demand. This is accomplished by means including but not limited to replacing existing potable water use with recycled water use; securing new water supplies; or repairing infrastructure to eliminate existing losses of potable water. The proposed project is required to comply with this policy, as would other projects listed in Table 4-1 that are served by the City of American Canyon's Water Department.

For those projects that are located with the City's water service area, and areas in the County that were included in the original water district service area, the 2010 Urban Water Management Plan anticipates adequate water supplies for all water year scenarios through 2035. These projects also would be required to demonstrate that they would be served with potable water service as a standard requirement of the development review process, and these projects may be required to implement water conservation measures to the extent they are required and to meet the requirements of the Zero Water Footprint Policy. Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would not have a cumulatively significant impact related to potable water supply.

Wastewater

The geographic scope of the cumulative wastewater analysis is the American Canyon Wastewater Treatment Plant service area, which encompasses the American Canyon city limits and the unincorporated areas of the Napa County Airport Industrial Area south of Fagan Creek.

The treatment plant has an existing design capacity of 2.5 million gallons per day (mgd) and the City has plans to increase it to 4.0 mgd over time. All future projects that are tributary to the American Canyon Wastewater Treatment Plant would be required to demonstrate that sewer service is available to ensure that adequate sanitation can be provided. The proposed project is estimated to generate an average of 4,770 gallons of wastewater on a daily basis (0.048 mgd). The American Canyon Wastewater Treatment Plant has a treatment capacity of 2.5 mgd of wastewater. The proposed project's average wastewater generation of 0.048 mgd per day would represent 1.9 percent of the average daily flow treated by the Wastewater Treatment Plant.

The sewer flows, assumed from the project, are significantly less than anticipated in previous city planning documents. The lower sewer flows are a direct result of the conservation activities that reduce water use and, in turn, reduce sewer flows. The original planning documents were drafted prior to the State passing all the conservations laws (2008–2010) and before the City defined its Zero Water Footprint. Thus, conservation is the main reason for reduced sewer flows estimated in previous planning documents or in the property's original entitlements. The City has verified that the existing treatment plant has enough existing capacity to serve the proposed project, along with other projects that would be tributary to the Wastewater Treatment Plant. Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would not have a cumulatively significant impact related to wastewater.

Storm Drainage

The geographic scope of the cumulative storm drainage analysis is municipal storm drainage in the project vicinity, as these are the facilities would receive the project's runoff.

All future development projects in the project vicinity will be required to provide drainage facilities that collect and detain runoff such that off-site releases are controlled and do not create flooding. The proposed project would install an on-site storm drainage system consisting of inlets, piping, and basins. The basins will be sized to reduce the peak flows generated in the developed condition to the peak flows in the predevelopment condition. This would ensure that the proposed project would not contribute to downstream flooding conditions during peak storm events. As such, the proposed project would ensure that no net increase in stormwater would leave the project site during a peak storm event, and would avoid cumulatively significant stormwater impacts to downstream waterways at times when capacity is most constrained. The proposed project would implement standard pollution prevention measures during construction to ensure that downstream water quality impacts are minimized to the greatest extent possible. In addition, the proposed project would provide water quality measures to prevent pollution during project operations. Most past, and all present and reasonably foreseeable future development must comply with these state and local requirements that ensure no significant adverse cumulative impacts will result. Therefore,

the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would not have a cumulatively significant impact related to storm drainage.

Solid Waste

The geographic scope of the cumulative solid waste analysis is the City of American Canyon. American Canyon Recology provides solid waste and recycling collection services to commercial customers in the City of American Canyon.

Many past and all present and reasonably foreseeable future development projects, which have or would generate construction and operational solid waste and, depending on the volumes and end uses, have been or would be required to implement recycling and waste reduction measures. The proposed project is anticipated to generate 1,557 cubic yards of solid waste during construction and 1,921 cubic yards annually during operations. Regional landfill capacity exceeds 153 million cubic yards. The project's construction and operational solid waste generation would represent less than 1 percent of the remaining capacity in the region. As such, sufficient capacity is available to serve the proposed project as well as existing and planned land uses in the City of American Canyon for the foreseeable future. Additionally, mitigation is included that would require the project applicant to retain a qualified contractor to perform construction and demolition debris recycling and to provide the installation of on-site facilities necessary to collect and store recyclable materials. These practices would divert substantial quantities of materials from the solid waste stream and contribute to conserving landfill capacity, thereby extending the operational life of such facilities. Therefore, the proposed project, in conjunction with other past, approved, and reasonably foreseeable future projects, would not have a cumulatively significant impact related to solid waste.

Energy

The geographic scope of the cumulative energy analysis is the Pacific Gas & Electric (PG&E). PG&E's electrical service area consists of all or part of the 47 counties in California (including Napa County), while its natural gas service area consists of 39 counties in California comprising most of the northern and central portions of the State (including Napa County).

Many past and all present and reasonably foreseeable future development projects in the PG&E service area would be required to comply with Title 24 energy efficiency standards. The proposed project would demand an estimated 8.9 million kilowatt-hours of electricity and 33.3 million cubic feet of natural gas on an annual basis. The proposed project's structures would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), indoor and outdoor lighting, and illuminated signs. The incorporation of the Title 24 standards into the project would ensure that the project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, the proposed project, in conjunction with other past, approved, and reasonably foreseeable future projects, would not have a cumulatively significant impact related to energy consumption.

4.2.11 - Transportation

The geographic scope of the cumulative transportation analysis is the roadway facilities and study intersections discussed in Section 3.11, Transportation of this EIR. The cumulative transportation analysis relied on the traffic projections in the Napa-Solano Travel Demand Forecasting Model. Impact TRANS-3 concluded that the proposed project, after implementation of the project mitigation measures, would contribute to significant unavoidable cumulative impacts at study intersections Nos. 1, 2, 3, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, and 18 (see Table 3.11-12). Section 3.11, Transportation identifies several improvements that could be implemented to improve traffic conditions at these intersections. Implementation of these improvements is within the jurisdiction of other agencies and no approvals or funding mechanisms have been adopted for these improvements. Therefore, the proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would result in a cumulatively significant impact to unacceptable intersection, roadway, and freeway operations. Additionally, because of the impacts identified in Impact TRANS-3, the proposed project would contribute to cumulative impacts related to conflicts with the applicable congestion management program.

With respect to Impact TRANS-5, the project, in conjunction with past, present, and reasonably foreseeable future uses, would not contribute to cumulative impacts on air traffic patterns associated with the Napa County Airport. The proposed project's development and land use activities are compatible with the airport and, therefore, would not have the potential to alter air traffic patterns. Therefore, no significant adverse cumulative impact would result.

With respect to Impact TRANS-6, the potential hazards from design features or incompatible uses are project site specific (e.g., internal parking layout, driveway design) and would not combine with other projects. The proposed project and other past, present, and reasonably foreseeable future projects have complied and must comply with local, standard requirements for transportation-related design features specifically adopted to avoid and reduce hazards from project design or the location of incompatible uses, thereby reducing the potential for significant cumulative impacts to less than significant levels. Therefore, no significant adverse cumulative impacts would result.

With respect to Impact TRANS-7, the provision of adequate emergency access is site specific and would not combine with other projects. The proposed project and other past, present, and reasonably foreseeable future projects have complied and must comply with local, standard requirements for adequate emergency access specifically adopted to avoid or reduce the potential for inadequate access, thereby reducing the potential for significant cumulative impacts to less than significant levels. Therefore, no significant adverse cumulative impacts would result.

With respect to Impact TRANS-8, the proposed project and other past, present, and reasonably foreseeable future projects have been and would be reviewed by the City to ensure that any potential conflict with policies, plans, or programs related to public transit, bicycle or pedestrian facilities are resolved through adjustments to project plans, such as the mitigation required for the proposed project to ensure that certain pedestrian facilities are incorporated in the final plans. Given the general requirement for project to comply with adopted policies, plans, or programs, no cumulative impacts would result.

With respect to Impact TRANS-9, the proposed project and other past, present, and reasonably foreseeable future projects have been and would be reviewed by the City to ensure that any potential conflicts with policies, plans, or programs related to construction activities are resolved through the preparation of construction management plans, such as the mitigation required for the proposed project. Given the general requirement for project to comply with adopted policies, plans, or programs, no cumulative impacts would result.

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