

Initial Study/Mitigated Negative Declaration

Fats, Oils, and Grease Receiving Station CIP 3008



State Clearinghouse #2011072009

Napa Sanitation District

August 2011

HDR

2365 Iron Point Road, Suite 300
Folsom, CA 95630

MITIGATED NEGATIVE DECLARATION

PROJECT: Fats, Oils, and Grease (FOG) Receiving Station Project

LEAD AGENCY: Napa Sanitation District

PROJECT DESCRIPTION: The Napa Sanitation District (NSD) is proposing to install a Fats, Oils, and Grease (FOG) Receiving Station, which would be located at NSD's Soscol Water Recycling Facility (SWRF), immediately south of the City of Napa along the east bank of the Napa River. The project proposes to construct a FOG receiving station at NSD's existing SWRF that would reduce vehicle miles traveled and transportation costs for grease haulers in the surrounding counties and would create a sustainable energy source for the District at the SWRF. Specifically, the project would involve installing two-12-foot-diameter steel grease holding tanks with separate mixing pumps for a total capacity of 30,000 gallons (15,000 gallons per tank).

The Draft Initial Study/ Mitigated Negative Declaration (Draft IS/MND) was submitted to the State Clearinghouse on July 5, 2011 for a 30 day public review period that ended on August 3, 2011. During the Public Review Period the Draft IS/MND was available for review at the Napa Main Library, located at 580 Coombs Street, Napa, CA 94559. The Draft IS/MND was also available on NSD's Web site, www.napasanitiationdistrict.com.

FINDINGS: An initial study (IS) has been prepared to assess the proposed project's potential effects on the environment and the significance of those effects. Using the results of the IS, the proposed project would not have any significant effects on the environment once mitigation measures are implemented. This conclusion is supported by the following proposed findings:

- ▶ The project would result in no impacts to aesthetics, agriculture and forestry resources, biological resources, land use/ planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.
 - ▶ The project would result in less-than-significant impacts to air quality, geology/ soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/ water quality, noise, and transportation/ traffic.
 - ▶ Although there are no known cultural resources that might be disturbed, mitigation is included to address the potential for discovering archaeological and/or human remains during the construction phase of the project.
 - ▶ The project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, reduce the number or restrict the range of a special-status species, or eliminate important examples of California history or prehistory.
 - ▶ The project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.
 - ▶ The project would not have environmental effects that are individually limited but cumulatively considerable.
 - ▶ The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.
 - ▶ No substantial evidence exists that the project would have a significant negative or adverse effect on the environment.
 - ▶ The project incorporates all applicable mitigation measures, as listed below and described in the IS.
-

The following mitigation measures will be implemented as part of the project to avoid or minimize potential environmental impacts. Implementation of these mitigation measures would reduce the potential environmental impacts of the proposed project to a less-than-significant level.

- ▶ **Mitigation Measure CUL-1 Immediately Halt Construction Activities if Any Cultural Materials or Human Remains Are Discovered.**
- ▶ **Mitigation Measure CUL-2 Immediately Halt Construction Activities if Any Paleontological Resources Are Discovered.**

A copy of the Final IS follows this MND.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQCR	Air Quality Control Region
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/EPA	California Environmental Protection Act
Cal OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHP	California Highway Patrol
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
County	Napa County
CRHR	California Register of Historical Resources
dB	Decibel
dBA	A-weighted
District	Napa Sanitation District
DOT	U.S. Department of Transportation
DTSC	Department of Toxic Substances Control
EBMUD	East Bay Municipal Utility District
EEC	Environmental Engineering & Contracting
EIR	Environmental Impact Report
FOG	Fats, Oils, and Grease
GHG	Greenhouse Gas
gpd	Gallons per Day
IS/MND	Initial Study/Mitigated Negative Declaration
Ldn	A-weighted noise levels during a 24-hour period

Leq	Equivalent Sound Level
Lmax	Maximum Sound Level
Lmin	Minimum Sound Level
Lxx	Percentile-Exceeded Sound Level
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCFD	Napa County Fire Department
NCRWS	Napa County Recycling and Waste Services
NCSD	Napa County Sheriff's Department
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NRHP	National Register of Historic Places
NRWS	Napa Recycling and Waste Services
NSD	Napa Sanitation District
NVUSD	Napa Valley Unified School District
O ₃	Ozone
OSHA	U.S. Occupational Safety and Health Administration
Pb	Lead
PG&E	Pacific Gas and Electric Company
PM ₁₀	Respirable Particulate Matter
PM _{2.5}	Fine Particulate Matter
PV	Photovoltaic
RCRA	Resource Conservation and Recovery Act
SIP	State Implementation Plan
SMARA	California Surface Mining and Reclamation Act
SO _x	Sulfur Oxides
SWRF	Soscol Water Recycling Facility
SR	State Route
TAC	Toxic Air Contaminant
USC	United States Code
USEPA	U.S. Environmental Protection Agency
VOC	Volatile Organic Compounds

1.0 INTRODUCTION

The Napa Sanitation District (NSD) has prepared this initial study/proposed mitigated negative declaration (IS/MND) in compliance with the California Environmental Quality Act (CEQA) to address the environmental consequences of the proposed Fats, Oils, and Grease (FOG) Receiving Station Project (project or proposed project) in Napa County, California. NSD is the lead agency under CEQA.

On July 5, 2011, the NSD distributed to public agencies and the general public the Draft IS/MND for the proposed project. The comment period for public review of the Draft IS/MND closed on August 3, 2011. All comments received on the Draft IS/MND were considered and are incorporated into this Final IS/MND. The NSD intends to adopt the MND and a mitigation monitoring and reporting program, and to approve the proposed project.

The proposed project is located at the NSD's Soscol Water Recycling Facility (SWRF) in Napa County, California. The proposed project would add a FOG Receiving Station to the existing SWRF. Facilities would include two 15,000 gallon FOG storage tanks, mixing and feed pumps, screening, piping, electrical and control facilities, structural slab, and site work. The project would not include constructing any buildings.

This document includes:

- ▶ an MND to satisfy CEQA requirements,
- ▶ a copy of the IS to satisfy CEQA requirements,
- ▶ and responses to comments received on the Draft IS/MND (Appendix A)

1.1 PURPOSE OF THE INITIAL STUDY

This document is an IS/MND prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The purpose of this IS/MND is to: (1) determine whether project implementation would result in potentially significant or significant effects on the environment; and, (2) incorporate mitigation measures into the project design, as necessary, to eliminate the project's potentially significant or significant project effects or reduce them to a less than-significant level. An IS/MND presents the environmental analysis and substantial evidence supporting its conclusions regarding the significance of environmental impacts. Substantial evidence may include expert opinion based on facts, technical studies, or reasonable assumptions based on facts. An IS/MND is neither intended nor required to include the level of detail used in an Environmental Impact Report (EIR).

CEQA requires that all state and local government agencies consider the environmental consequences of projects they propose to implement, or over which they have discretionary authority, before implementing or approving those projects. As specified in Section 15367 of the CEQA Guidelines, the public agency that has the principal responsibility for carrying out or approving a project is the lead agency for CEQA compliance. NSD has principal responsibility for carrying out the proposed project and is therefore the CEQA lead agency for this IS/MND.

As specified in Section 15064(a) of the CEQA Guidelines, if there is substantial evidence (such as the results of an IS) that a project, either individually or cumulatively, may have a significant effect on the environment, the lead agency must prepare an EIR. The lead agency may instead prepare an IS if it

determines there is no substantial evidence that the project may cause a significant impact on the environment. The lead agency may prepare an MND if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment but that implementing specific mitigation measures would reduce any such impacts to a less-than-significant level (CEQA Guidelines, Section 15064[f]).

NSD has prepared this IS to evaluate the potential environmental effects of the proposed project and has incorporated mitigation measures to reduce or eliminate any potentially significant project-related impacts. Therefore, an MND has been prepared for this project.

1.2 SUMMARY OF FINDINGS

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project. Based on the issues evaluated in that chapter, it was determined that the proposed project would have no impact related to the following issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Land Use/ Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

The proposed project would result in less-than-significant impacts on the following issue areas:

- Air Quality
- Geology/ Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/ Water Quality
- Noise
- Transportation/ Traffic

The proposed project would result in less-than-significant impacts *after* mitigation on the following issue area:

- Cultural Resources

Thus, with the incorporation of mitigation measures described in this IS/MND, the project would not have a significant effect on the environment.

1.3 DOCUMENT ORGANIZATION

This document is divided into the following sections:

MND. The MND, which precedes the IS analysis, summarizes the environmental conclusions and identifies mitigation measures that would be implemented in conjunction with the proposed project.

Chapter 1, “Introduction.” This chapter provides a brief summary of the proposed project and describes the purpose of the IS/MND, provides a summary of findings, and describes the organization of this IS/MND.

Chapter 2, “Project Description.” This chapter describes the purpose of and need for the proposed project, general background, and project elements.

Chapter 3, “Environmental Setting, Impacts, and Mitigation Measures.” This chapter presents an analysis of environmental issues identified in the CEQA environmental checklist (CEQA Guidelines, Appendix G), and determines whether project implementation would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact on the environment in each of the issue areas. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, mitigation measures have been incorporated where needed, to reduce all potentially significant impacts to a less-than-significant level.

Chapter 4, “List of Preparers.” This chapter identifies report preparers.

Chapter 5, “References Cited.” This chapter lists the references used in preparation of this IS/MND.

Appendix A, Comments and Responses. This appendix includes comment letters that were received during the public review period of the Draft IS/MND and responses to those comment letters.

1.4 RELATED STUDIES AND DOCUMENTS

The following related studies have been reviewed for the proposed project:

- *Predesign Report, FOG Receiving and Injection Facility, CIP 3008, April 14, 2011, HDR, Inc.* The Predesign Report summarizes the initial design considerations for a FOG receiving station, as well as the digester injection system.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT SETTING AND LOCATION

2.1.1 REGIONAL SETTING

Napa County is located in northern California, bordered by Lake County to the north; Solano County and San Pablo Bay to the south, Yolo County to the east and Sonoma County to the west (Figure 2-1). Napa County is one of nine counties located in the San Francisco Bay Area. The cities of San Francisco and Oakland are located southwest of Napa County.

2.1.2 PROJECT LOCATION

The proposed FOG Receiving Station would be located at the NSD's SWRF in Napa. The SWRF is located at 1515 Soscol Ferry Road, near the intersection of State Route (SR) 29 and SR 221. The SWRF is a secondary and tertiary biological physical-chemical treatment facility that treats a mixture of domestic and industrial wastewater. The SWRF currently receives wastewater from the City of Napa and the unincorporated areas of Napa County. NSD has completed upgrades to the SWRF, which include primary treatment, activated sludge facilities, and sludge digestion and solids de-watering facilities.

2.2 PURPOSE

Safe and efficient wastewater treatment and disposal is the primary mission of the NSD. After labor, energy costs are the single largest operating expense in NSD's wastewater treatment facility. In an effort to decrease these costs, NSD recently prepared an Energy Alternatives Study of its facilities. The study identified wind, solar, and cogeneration alternatives that could help reduce energy costs, reduce the NSD's carbon footprint, and make NSD more sustainable. The study evaluated several options for cogeneration, and discovered that this technology currently holds the most potential for meeting NSD's energy needs. Cogeneration is defined as a process in which an industrial facility uses its waste energy to produce useful heat or electricity. NSD already has some cogeneration capacity, using an engine generator to produce approximately 10 - 15 percent of the energy used by the wastewater treatment plant.

The primary study recommendation is to increase production of energy from methane gas by constructing a facility that accepts waste FOG. FOG is easily converted into methane, resulting in a significant increase in digester gas and electricity production, which would allow NSD to run its engine generator at its full capacity (the engine generator currently runs at less than half of its full capacity). As a result of this increased energy production, NSD could generate approximately 40 percent of the energy used by the wastewater treatment plant, representing a 25 to 30 percent increase over current production levels.

In addition, FOG produced in the surrounding counties (Napa, Sonoma, Solano, Lake, and Mendocino), primarily by restaurants, is currently transported through Napa County to the East Bay for disposal. Should the NSD determine it feasible to accept waste FOG from outside of Napa County, construction of the proposed FOG receiving station could help to reduce vehicle miles traveled by haulers in Napa, Sonoma, Solano, Lake, and Mendocino Counties. Thus, the twofold purpose of the proposed project is to construct a FOG receiving station located at NSD's existing SWRF that would create a sustainable energy source for NSD at the SWRF, and could help to reduce vehicle miles traveled and transportation costs for haulers in the surrounding counties. The construction of a FOG receiving station at the SWRF would result in cost savings for grease haulers and businesses in the surrounding counties, revenue for the District, and a reduction in NSD's use of purchased electricity.

2.2.1 BACKGROUND AND NEED FOR THE PROPOSED PROJECT

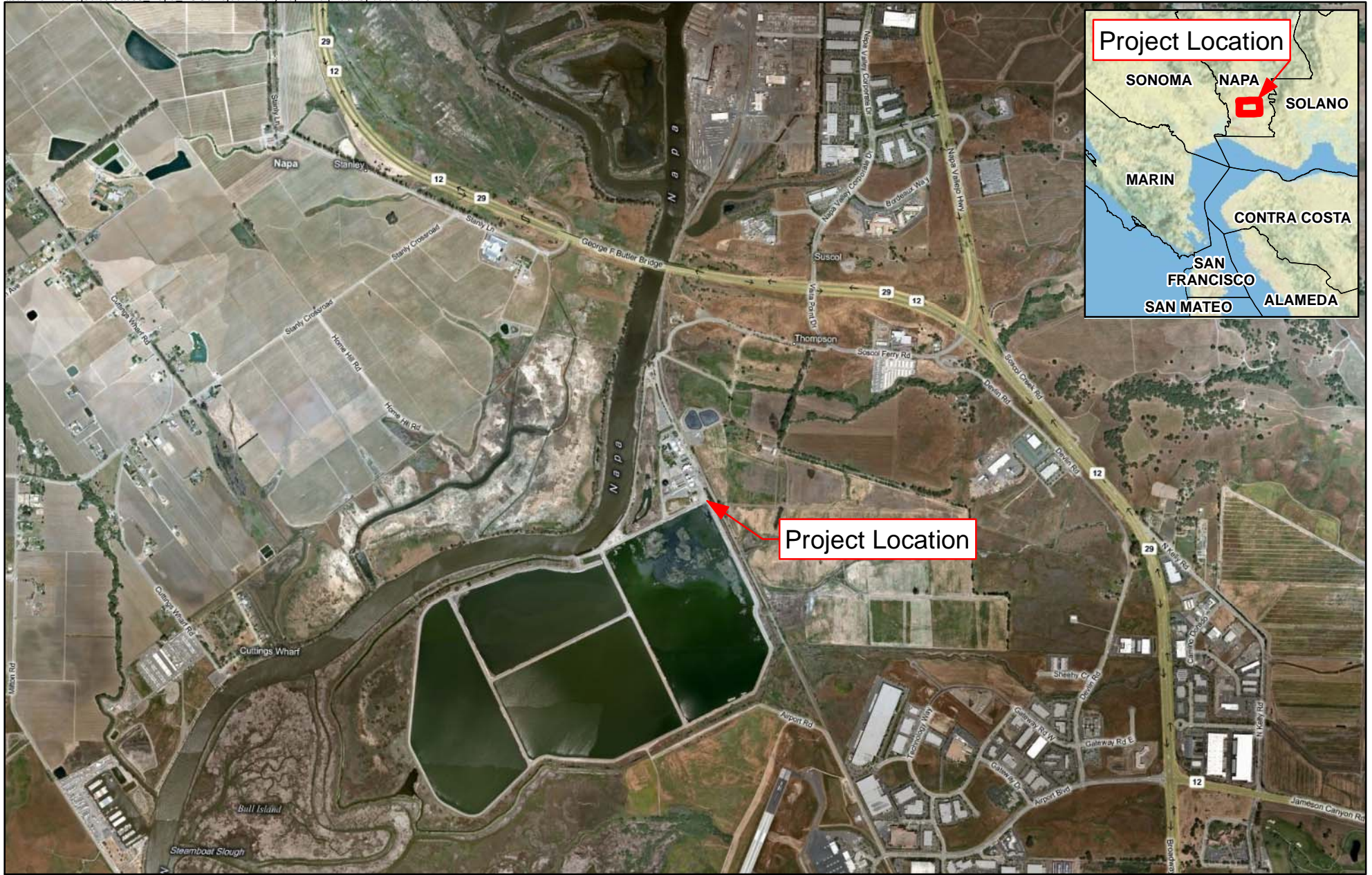
NSD provides wastewater collection, treatment and disposal services to the residents and businesses in the City of Napa and the surrounding unincorporated areas of Napa County. NSD is a special district governed by elected officials from the City and County, as well as public appointees. There are over 33,000 connections within NSD's Sphere of Influence of approximately 23 square miles of service area. Sewage comes to the SWRF for treatment via a network of approximately 250 miles of underground sewer pipelines, assisted by a system of six lift stations.

NSD has implemented a FOG Program, which is administered by the District's Pollution Prevention Program. The FOG Program aims to reduce the amount of grease entering the sewer system, primarily from restaurants. This reduction helps to reduce sewer system overflows caused by pipes clogged with grease, and also helps to reduce the amount of damage caused to pipes after cleaning. NSD requires businesses to install and maintain a grease removal device (e.g., grease trap, interceptor or vault) depending on the type of food service business (i.e., restaurants, bakeries, etc) to collect grease. The FOG Program regularly inspects food service businesses, whom if found to discharge FOG could cause an obstruction or impairment of the sewer system. If obstructions or impairments of the sewer system happen NSD can then impose cleanup or repair costs on the discharger. Currently, FOG waste is not accepted at the NSD wastewater treatment plant, so private grease haulers contract with disposal companies to deliver the waste to a treatment plant. Grease haulers in Napa, Sonoma, and Solano counties currently haul grease to an East Bay Municipal Utility District (EBMUD) facility, which is located approximately 40 miles from Napa in Alameda County.

The proposed project is needed to provide a method for NSD to accept and treat FOG waste locally and to provide additional loading to the anaerobic digester to augment digester gas production for the existing cogeneration unit.

NSD staff conducted a survey of Napa County grease haulers and obtained conservative estimates of the monthly trap grease collected. Based on the findings of the survey, approximately 3,684 gallons per day (gpd) of grease are available from within Napa County. NSD needs 10,768 gpd to fully load the engine generator. Therefore, should the NSD determine it feasible to accept waste FOG from outside of Napa County, NSD would need to solicit out-of-county contributions of approximately 7,100 gpd to fully load the engine generator to meet their desired purchased energy reduction needs.

Grease availability in the surrounding counties (Sonoma, Solano, Lake, and Mendocino) has been estimated based upon county populations. A 2007 study by Environmental Engineering & Contracting (EEC), Inc. estimated the pure grease availability at 13 pounds/person/year (EEC 2007). Using that value and the current populations of the surrounding counties, the estimated grease availability in Sonoma, Solano, Lake, and Mendocino counties would be approximately 54,700 gpd. The proposed FOG facility at the SWRF would be able to accommodate approximately 30,000 gallons of grease in two 15,000 gallon tanks. Therefore, the surrounding counties could contribute up to 490 percent of the available daily FOG capacity at NSD's SWRF. Thus, it is considered feasible that NSD could acquire from Napa County and the surrounding counties the quantity of grease required to meet the purpose and need of the proposed project.



0 500 1,000 2,000 3,000 4,000 Feet

1 in = 2,000 feet

Project Location and Vicinity
FIGURE 2-1

2.3 PROPOSED PROJECT

2.3.1 OVERVIEW

Proposed project facilities would include two 15,000 gallon FOG storage tanks, mixing and feed pumps, screening, piping, electrical and control facilities, structural slab, and site work. The project would not include constructing any buildings. Figure 2-2 shows the proposed FOG receiving station site plan located within the footprint of the existing SWRF.

2.3.2 PROPOSED IMPROVEMENTS

The primary components of the grease receiving station include duplex grease pretreatment screens for removing trash and rags, two grease holding tanks with a total capacity of 30,000 gallons, a chopper style pump for continuously mixing the grease receiving tanks, and a positive displacement pump for metering the grease into the digester. Auxiliary components of the grease receiving station include a passive activated carbon odor control system, a hot water hose down system, a spill containment feature (concrete curb), and hoist for ease of emptying the grease screen baskets. Descriptions of the primary components are provided below.

- Grease Receiving Tanks: Two 12-foot-diameter steel grease holding tanks with separate mixing pumps with a total capacity of 30,000 gallons (15,000 gallons per tank). The grease receiving tanks would be located in a shallow concrete containment structure.
- Grease Tank Mixing Pump: A chopper style pump for each grease receiving tank.
- Grease Feed Pump: A single grease transfer progressing cavity pump.
- Grease Screens: Duplex grease screens for removing trash, plastics, and rags from the raw trap grease.
- Odor Control: A passive, 55-gallon activated carbon odor control system for the tank vents.
- Hot Water Hose Down System: An electric or natural gas fired hot water hose down system for routine maintenance and cleaning up grease spills.
- Digester Feed Connection and Piping: The grease feed connection will be located at the “return heated sludge” connection to the digester. A check valve and bypass will be added on the grease feed piping at the point of connection to the digester sludge piping.

STAGING AREAS AND ACCESS

Prior to and during construction of the proposed project, a construction staging area would be developed to allow for efficient use and distribution of materials and equipment. Construction staging areas for construction equipment and vehicles are anticipated to be located within the SWRF footprint. Additional staging areas within the project area may be developed based on contractor needs. Personnel, equipment, and imported materials would reach the project site via SR 12, SR 29, SR 221, and Soscol Ferry Road.

OPERATION AND MAINTENANCE CORRIDORS

To provide space for operation and maintenance of the proposed project, NSD would utilize existing available space within the SWRF footprint. No additional land is anticipated for acquisition.

DISPOSAL OF EXCESS MATERIALS

Because of the nature of the proposed project, it is expected that excess materials would be generated although minimal and would require disposal. Excess excavated materials would be either disposed of on-site, or hauled off-site and placed in a suitable disposal area. Debris and excess material requiring disposal in a landfill would be hauled off-site to a suitable local facility.

CONSTRUCTION EQUIPMENT

Table 2-1 provides a description of the type of equipment likely to be used during the construction of the proposed project. Additional equipment may include air compressors to operate tools and other equipment; welding equipment; pumps and piping; communications and safety equipment; and vehicles used to deliver and move equipment, materials, and personnel.

Table 2-1 Construction Equipment

Equipment	Construction Purpose
Backhoe/Front-end Loader	Soil Manipulation and Drainage Work
Bobcat	Fill Distribution
Concrete Truck	Delivering and Pouring Concrete
Haul Truck	Earthwork Construction and Clearing/Grubbing

CONSTRUCTION-RELATED TRAFFIC

Personnel, equipment, and imported materials would reach the project area via SR 12, SR 29, SR 221, and Soscol Ferry Road, which are paved, all-weather roads, and suitable for the anticipated loads. The construction labor force is estimated to average 3-5 persons over the construction period.

Construction-related traffic would be minimal since there would be minimal equipment needed for the project as outlined above and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. Construction debris and waste materials would be disposed on-site or, if necessary, would be transported off-site to a suitable landfill.

CONSTRUCTION SCHEDULING

A construction period of approximately eight months is planned for the project, beginning October, 2011 and ending in June 2012. Estimated work hours are from 7:30am to 4:00pm, Monday through Friday.

OPERATION AND MAINTENANCE

The new facilities that would be installed for the proposed project would remain under the existing SWRF easements for operation and maintenance.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

As described above, NSD prepared an Energy Alternatives Study of its facilities to identify wind, solar, and cogeneration alternatives that could help reduce energy costs. The potential for using wind power, energy from solar photovoltaic (PV) cells, and cogeneration were each analyzed. The study determined that the average wind speed at the treatment plant was too low to adequately turn wind turbines which generate power. Several options for solar energy were studied; however, because solar PV installations are cost prohibitive even with rebates, the payback time on this investment was too long to make it a viable alternative. NSD already has some cogeneration capacity, using an engine generator to produce approximately 10 - 15 percent of the energy used by the wastewater treatment plant. However, the engine generator currently runs at less than half of its full capacity. The study discovered that cogeneration technology, such as a FOG receiving station, currently holds the most potential for meeting NSD's energy needs.

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3.0 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	FOG Receiving Station Project
2. Lead Agency Name and Address:	Napa Sanitation District 935 Hartle Court Napa, CA 94558
3. Contact Person and Phone Number:	Brian Thomas, (707) 258-6000
4. Project Location:	1515 Soscol Ferry Road, at the Napa Sanitation District's Soscol Water Recycling Facility, Napa County, CA.
5. Project Sponsor's Name and Address:	Napa Sanitation District 935 Hartle Court Napa, CA 94558
6. General Plan Designation:	Public Institutional
7. Zoning:	AW:AC - Agricultural Watershed District: Airport Compatibility Combination District
8. Description of Project:	The purpose of the proposed project is to construct a FOG facility located at the District's existing SWRF that would reduce vehicle miles traveled and transportation costs for grease haulers in the surrounding counties and would create a sustainable energy source for the District at the SWRF. The construction of a FOG receiving station at the SWRF would result in cost savings for grease haulers and businesses in the surrounding counties, revenue for the District, and a reduction in the District's use of purchased electricity.
9. Surrounding Land Uses and Setting:	The SWRF is located in the South County Industrial Area, which includes various industrial businesses along with the Napa County Airport. Surrounding land uses include large areas of agricultural (vineyards), commercial, and industrial.
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:	
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.	
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems
	<input type="checkbox"/> Air Quality
	<input type="checkbox"/> Geology/Soils
	<input type="checkbox"/> Hydrology/Water Quality
	<input type="checkbox"/> Noise
	<input type="checkbox"/> Recreation
	<input checked="" type="checkbox"/> Mandatory Findings of Significance

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DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

BrianThomas P.E.
Printed Name

Senior Civil Engineer
Title

Napa Sanitation District
Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and,
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

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

This section describes the visual character of existing views in the project vicinity and evaluates potential effects of the proposed project on those views.

ENVIRONMENTAL SETTING

The proposed project consists of installing a FOG Receiving Station, which would be located at NSD’s SWRF. The SWRF is located in the South County Industrial Area, which includes various industrial businesses along with the Napa County Airport. Potential viewers of the project area primarily include motorists driving by the SWRF. The regional viewshed includes large areas of agricultural, commercial, and industrial developments. There are no State-designated visual resources in the project area. The project area consists of the SWRF which is designated public-institutional and includes little topographic variation. Roadways in the vicinity of the project area are used by workers traveling to the SWRF. The SWRF and project area are not open to the public. The Napa River is located west of the SWRF.

DISCUSSION

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

No Impact. A scenic vista is generally considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. Views in the area do not include remarkable landscape elements that create scenic vistas. Furthermore, there are no designated scenic vistas in the project area. Therefore the proposed project would have no effect on a scenic vista and no mitigation would be required.

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

No Impact. No designated or eligible state scenic highways are located in the project vicinity (Caltrans 2007). Therefore, the proposed project would not damage scenic resources, including but not limited to trees,

outcroppings, and historic buildings within a state scenic highway. As a result, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project would be constructed within the footprint of the SWRF. The only new project features that would be visible to viewers in the project area would be two 15,000 gallon tanks. The SWRF already contains buildings and structures that are taller than the proposed FOG receiving tanks. Therefore, installation of the FOG receiving tanks would not alter the visual character of the project area.

Alterations to the visual character of the project area during construction (i.e., presence of construction equipment and staging areas) would be isolated, temporary, and would be observed by a relatively small number of viewers due to the industrial nature of the project area. Upon completion of construction activities all equipment would be removed from the project area. As a result, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project's construction activities would be temporary and would be completed within approximately eight months. To the extent practicable, construction activities would be completed in 8.5 hour shifts during daylight hours. The introduction of any new sources of light and glare would be short term and would terminate upon completion of the proposed construction activities. Thus, no substantial long-term sources of light or glare would be associated with the proposed project. As a result, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section describes existing agricultural and forestry resources in the project vicinity and evaluates potential effects of the proposed project on agricultural and forestry land.

ENVIRONMENTAL SETTING

The proposed project would consist of installing a FOG Receiving Station within the footprint of NSD’s SWRF. The SWRF is located in the South County Industrial Area, which includes various industrial businesses along with the Napa County Airport. The project area is designated public-institutional. There are no agricultural or forestry resources located within the project area. There are vineyards located within the vicinity of the project area.

DISCUSSION

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

No Impact. There are no farmlands designated as prime, unique, or of statewide importance located within the project area or the SWRF. Therefore, the proposed project would not convert any farmlands designated as prime, unique, or of statewide importance to non-agricultural uses. As a result, no impact would occur and no mitigation would be required.

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

No Impact. There are no agricultural lands or Williamson Act contracts located within the project area or the SWRF. The proposed project would consist of installing a FOG Receiving Station within the footprint of NSD's SWRF, which is designated public-institutional. Therefore, the proposed project would not conflict with existing zoning for agricultural use or any Williamson Act contracts. As a result, no impact would occur and no mitigation would be required.

Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

No Impact. No forest land, timberland, or timberland zoned Timberland Production lies within the project area or would be affected by the proposed project. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. As mentioned under c) above, no forest land lies within the project area or would be affected by the proposed project. Therefore, no impact would occur and no mitigation would be required.

d) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or Forest land to non-forest use?

No Impact. See responses to items a), b), and c) above.

MITIGATION

None required.

3.3 AIR QUALITY

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

This section describes ambient air quality conditions, summarizes applicable regulations, and analyzes potential short-term construction and long-term operational impacts of the proposed project on air quality.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The proposed project is located in Napa County, which is within the San Francisco Bay Area Air Quality Control Region (AQCR). The proposed project area is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) and is subject to rules and regulations developed by the BAAQMD. The BAAQMD is responsible for implementing and enforcing state and Federal air quality regulations in nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma Counties. The air quality within the BAAQMD has been characterized by the U.S. Environmental Protection Agency (USEPA) as nonattainment for 8-hour ozone (O₃) and PM_{2.5}. However, the California Air Resources Board (CARB) has designated the BAAQMD as a nonattainment area for 8-hour and 1-hour O₃, PM₁₀, and PM_{2.5} (BAAQMD 2011).

REGULATORY SETTING

In accordance with Federal Clean Air Act (CAA) requirements, the air quality in a given region or area is measured by the concentration of criteria pollutants in the atmosphere. The air quality in a region is a result of not only the types and quantities of atmospheric pollutants and pollutant sources in an area, but also surface topography, the size of the topological “air basin,” and the prevailing meteorological conditions.

Under the CAA, the USEPA developed numerical concentration-based standards, or National Ambient Air Quality Standards (NAAQS), for pollutants that have been determined to affect human health and the environment. The NAAQS represent the maximum allowable concentrations for O₃ - measured as either volatile organic compounds (VOCs) or total oxides of nitrogen (NO_x), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur oxides (SO_x), respirable particulate matter (including PM₁₀ and particulate matter equal to or less than 2.5 microns in diameter [PM_{2.5}]), and lead (Pb) (40 Code of Federal Regulations [CFR] Part 50). The CAA also gives the authority to states to establish air quality rules and regulations. The State of California has adopted the NAAQS and promulgated additional California Ambient Air Quality Standards (CAAQS) for criteria pollutants. The CAAQS are more stringent than the Federal primary standards. **Table 3-1** presents the USEPA NAAQS and CAAQS.

USEPA classifies the air quality in an AQCR, or in subareas of an AQCR, according to whether the concentrations of criteria pollutants in ambient air exceed the NAAQS. Areas within each AQCR are therefore designated as either “attainment,” “nonattainment,” “maintenance,” or “unclassified” for each of the six criteria pollutants. Attainment means that the air quality within an AQCR is better than the NAAQS; nonattainment indicates that criteria pollutant levels exceed NAAQS; maintenance indicates that an area was previously designated nonattainment but is now attainment; and an unclassified air quality designation by USEPA means that there is not enough information to appropriately classify an AQCR, so the area is considered attainment. USEPA has delegated the authority for ensuring compliance with the NAAQS to CARB. CARB has delegated responsibility for implementation of the CAA and California CAA to local air pollution control agencies. In accordance with the CAA, each state must develop a State Implementation Plan (SIP), which is a compilation of regulations, strategies, schedules, and enforcement actions designed to move the state into compliance with all NAAQS.

Table 3.3-1 National and State Ambient Air Quality Standards

Pollutant	Averaging Time	Standard Value		Federal Standard Type
		Federal	State	
CO	8-hour ^a	9 ppm (10 mg/m ³)	Same	Primary
	1-hour ^a	35 ppm (40 mg/m ³)	20 ppm (23 mg/m ³)	Primary
NO ₂	Annual Arithmetic Mean	0.053 ppm (100 µg/m ³)	0.030 ppm (57 µg/m ³)	Primary and Secondary
	1-hour	--	0.18 ppm (339 µg/m ³)	None
O ₃	8-hour ^b	0.075 ppm (147 µg/m ³)	0.070 ppm (137 µg/m ³)	Primary and Secondary
	1-hour ^c	--	0.09 ppm (180 µg/m ³)	Primary and Secondary
Pb	Quarterly average	1.5 µg/m ³	--	Primary and Secondary
	30-Day	--	1.5 µg/m ³	
PM ₁₀	Annual Arithmetic Mean	--	20 µg/m ³	
	24-hour	150 µg/m ³ ^d	50 µg/m ³	Primary and Secondary
PM _{2.5}	Annual Arithmetic Mean ^e	15 µg/m ³	12 µg/m ³	Primary and Secondary
	24-hour ^f	35 µg/m ³	Same	Primary and Secondary
SO ₂	Annual Arithmetic Mean	0.030 ppm	--	Primary
	24-hour ^a	0.14 ppm	0.04 ppm	Primary
	3-hour ^a	0.5 ppm (1,300 µg/m ³)	--	Secondary
	1-hour	--	0.25 ppm--	None

Pollutant	Averaging Time	Standard Value		Federal Standard Type
		Federal	State	
Visibility Reducing Particles	8-hour	0.23 per km ^g	--	None
Sulfates	24-hour	25 µg/m ³	--	None
Hydrogen Sulfide	1-hour	0.03 ppm	--	None
Vinyl Chloride	24-hour	0.01 ppm	--	None

Sources: **USEPA 2008 and CARB 2008**

Notes: Parenthetical values are approximate equivalent concentrations.

- a. Not to be exceeded more than once per year.
- b. To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. This standard is effective on May 27, 2008, and replaces the 1997 8-hour ozone standard of 0.08 ppm. However, the 1997 standard and its implementing rules remain in effect while USEPA undergoes rulemaking to transition to the 2008 standard.
- c. As of June 15, 2005, USEPA revoked the Federal 1-hour ozone standard in all areas except the 14 8-hour ozone nonattainment Early Action Compact Areas.
- d. Not to be exceeded more than once per year on average over 3 years.
- e. To attain this standard, the 3-year average of the weighted annual mean PM_{2.5} concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m³.
- f. To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m³. This standard is effective December 17, 2006.
- g. Extinction coefficient of 0.23 per kilometer – visibility of 10 miles or more due to particles when relative humidity is < 70%.

Key: ppm = parts per million; mg/m³ = milligrams per cubic meter; µg/m³ = micrograms per cubic meter; km = kilometer

DISCUSSION

a,b,c) Conflict with or obstruct implementation of the applicable air quality plan?

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

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

Less-than-Significant Impact. As described in Section 2 of this Draft IS/MND, a construction period of approximately eight months is planned for the project, beginning in October, 2011 and ending in June, 2012. Estimated construction hours would be from 7:30am to 4:00pm, Monday through Friday. Emissions from construction activities associated with the proposed project would have short-term, minor impacts on local air quality and would have negligible impacts on regional air quality.

Construction activities would generate air pollutant emissions because of grading, trenching, and operation of construction equipment. Construction activities would also generate total suspended particulate and PM₁₀ emissions as fugitive dust from ground-disturbing activities (e.g., grading, trenching, soil piles) and from combustion of fuels in construction equipment. Fugitive dust emissions would be greatest during the initial site preparation activities and would vary from day to day depending on the construction phase, level of activity, and prevailing weather conditions. Construction activities would incorporate Best Management Practices (BMP) and Environmental Protection Measures to minimize fugitive particulate matter emissions. Additionally, construction

workers commuting daily to and from the construction site in their personal vehicles would result in criteria pollutant emissions. All portable construction equipment larger than 50 brake-horse-power would be registered in the CARB Portable Equipment Registration Program prior to commencing construction activities. Therefore, implementation of the proposed project is not expected to result in violations of any ambient air quality standards. In addition, the proposed project would not result in a cumulatively considerable net increase of any criteria air pollutants that the BAAQMD is already designated as non-attainment for. Thus, impacts related to emissions of criteria air pollutants would be less than significant and no mitigation would be required.

d) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. Project construction, including site preparations and construction of the proposed project would result in short-term generation of diesel exhaust emissions from the use of off-road diesel equipment required for site grading and other construction activities. Particulate exhaust emissions from diesel fueled engines were identified as a toxic air contaminant (TAC) by CARB in 1998. However, there are no nearby sensitive receptors that would be potentially exposed to TAC during construction activities. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. Implementation of the proposed project would not result in any new major sources of odor. A passive, 55-gallon activated carbon odor control system would be constructed within the grease receiving station. The activated carbon odor control system would work so as the grease receiving tanks are filled with the raw trap waste, the air inside the tank would displace through the odor control canister. The activated carbon odor control system would sufficiently minimize any major sources of odors from the proposed project.

The SWRF is a secondary and tertiary biological physical-chemical treatment facility that treats a mixture of domestic and industrial wastewater. The SWRF currently receives wastewater from the City of Napa and the unincorporated areas of Napa County. Occasional odors are known to emanate from the SWRF. However, as mention above there are no nearby sensitive receptors that are currently affected by odors at the SWRF or that would be affected by potential odors from the proposed project. In addition, the diesel exhaust from the use of on-site construction equipment would be intermittent and temporary, and it would dissipate rapidly from the source with an increase in distance. Thus, implementation of the proposed project would not expose sensitive receptors to odorous emissions. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.4 BIOLOGICAL RESOURCES

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

This section describes biological resources in the project area and evaluates potential effects of the proposed project on biological resources.

ENVIRONMENTAL SETTING

As stated in Section 2, the proposed project consists of installing a FOG Receiving Station, which would be located at NSD’s SWRF. The SWRF is located in the South County Industrial Area, which includes the Napa County Airport. Surrounding land uses include agricultural, commercial, and industrial developments. Adjacent land uses to the SWRF include the Napa River, riparian habitat, levees, and salt evaporation ponds. The project area consists of the SWRF. The SWRF and project area are highly disturbed and lack vegetation and habitat value. However, the Napa River is located west of the SWRF.

There are five special status plant species that occur in salt marsh habitat adjacent to the Napa River and the SWRF. These species are Mason's Lilaeopsis (*Lilaeopsis masonii*), Suisun Marsh Aster (*Aster lentus*), Soft birds beak (*Cordylanthus mollis ssp. mollis*), Marin Knotweed (*Polygonum marinense*), and Delta Tule Pea (*Lathyrus jepsonii jepsonii*). Potential habitat for all five of these species is provided by the salt marsh vegetation located immediately adjacent to the Napa River and south of the SWRF in the salt evaporation ponds.

There are four special status animal species with potential habitat located in the vicinity of the SWRF. These four species include the California Black Rail (*Laterallus jamaicensis coturniculus*), California Clapper Rail (*Rallus longirostris obsoletus*), Salt Harvest Mouse (*Reithrodontomys raviventris*), and Suisun Shrew (*Sorex ornatus sinuosus*). The California Black Rail is listed as a threatened species under the California Endangered Species Act (CESA). The California Clapper Rail and the Salt Harvest Mouse are listed as endangered species under the Federal ESA and California ESA. The Suisun Shrew is listed as a species of special concern under the Federal ESA and California ESA. Potential habitat for all four of these species is provided by the salt marsh vegetation located immediately adjacent to the Napa River and south of the SWRF in the salt evaporation ponds.

DISCUSSION

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

No Impact. As stated above there are five special status plant species that have the potential to occur adjacent to the SWRF. Potential habitat for these five plant species would not be directly or indirectly affected by the proposed project because there is no salt marsh habitat in the project area. Other special status plant species known to occur in the region do not have suitable habitat within or near the proposed project area.

In addition, as described above, there are four special status animal species that have potential habitat in the vicinity of the SWRF. Potential habitat for these four animal species would not be directly or indirectly affected by the proposed project because there is no salt marsh habitat in the project area. Other special status animal species known to occur in the region do not have suitable habitat within or near the proposed project area.

There are no trees located in the project area therefore; there is no potential for the proposed project to impact nesting raptors. As a result, no impacts on species would occur and no mitigation would be required.

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

No Impact. Riparian habitat occurs adjacent and west of the SWRF along the Napa River. The proposed project would be constructed within the footprint of the SWRF therefore; there would be no impacts to the adjacent riparian habitat or the Napa River. As a result, the proposed project is not anticipated to have a substantial adverse effect on any riparian habitat or other sensitive natural community. Thus, no impact would occur and no mitigation is required.

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

No Impact. The proposed project would be constructed within the footprint of the SWRF therefore; there would be no impacts to the Napa River, which is located west of the project area. There are no wetlands or potential waters of the U.S. located within the project area. Therefore no impact would occur and no mitigation is required.

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

No Impact. The proposed project area is located within 1,000 feet of the Napa River, however, construction activities related to the proposed project would not cause fish habitat in the Napa River to become limited and would not preclude a species from occupying habitat required for specific life stages in the Napa River. Therefore, although special-status fish species are present in the Napa River, these species would not be affected by the project. Furthermore, the proposed project's construction activities would be contained within the footprint of the SWRF and would not result in any construction-related erosion. Therefore, fisheries would not be impacted by the proposed project and no mitigation would be required. In addition, because of the location of the project, no impact on wildlife nursery sites would occur.

The Napa River provides a wildlife movement corridor. Wildlife is expected to use the Napa River to travel during the night in order to avoid contact with humans in the adjacent populated areas. Construction of the proposed project would not interfere with wildlife movement during the daytime or nighttime hours. Implementation of the proposed project would not remove, degrade or otherwise interfere substantially with the structure or function of the Napa River wildlife movement corridor. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur.

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

No Impact. The project would not conflict with the provisions of a Habitat Conservation Plan, Natural Communities Conservation Plan, or other conservation plan. Therefore, no impact would occur.

MITIGATION

None required.

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3.5 CULTURAL RESOURCES

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES —Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This section addresses the sensitivity of the project area for cultural and paleontological resources.

ENVIRONMENTAL SETTING

Given the geographic setting and the proximity to the Napa River there is the potential for undiscovered cultural resources to occur in the project area. Based on the distribution of known cultural resources and their environmental settings, prehistoric archaeological sites could be found within the project area and/or the SWRF. Prehistoric archaeological site indicators expected to be found in the region include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and handstones, and mortars and pestles; bedrock outcrops and boulders with mortar cups; and locally darkened midden soils containing some of the previously listed items plus fragments of bone, shellfish, and fire affected stones. Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps). In addition, there are railroad tracks along the eastern boundary of the SWRF. It should be noted that the SWRF site was heavily disturbed during previous construction activities. Therefore, the project site may be underlain by recompacted fill material, thus reducing the potential for undiscovered cultural resources to be disturbed by the proposed construction activities.

THRESHOLDS OF SIGNIFICANCE

CEQA provides a broad definition of what constitutes a cultural or historical resource. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, any trace of human activity more than 50 years in age is required to be treated as a potential cultural resource. CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed “historical resources”) need to be addressed. The State CEQA Guidelines define a historical resource as a resource listed or eligible for listing on the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1). A resource may be eligible for inclusion in the CRHR if it:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

The State CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the Public Resources Code (Section 21083.2), the term "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
2. has a special and particular quality such as being the oldest of its type or the best available example of its type, or
3. is directly associated with a scientifically recognized important prehistoric or historic event or person.

DISCUSSION

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

Less than Significant with Mitigation Incorporated. There are no structures within the project area that would be directly affected by implementation of the proposed project. In addition, there are no structures within the project area or the SWRF that would be eligible for listing in the National Register of Historic Places (NRHP).

Although implementation of the proposed project is not anticipated to result in disturbance of any known eligible/significant cultural resources, given the location of the project area and proximity to the Napa River there is the potential that buried or previously unidentified cultural resources could exist. While the surface of the project area has been heavily altered and severely impacted, prehistoric and historic period archaeological sites could occur in buried contexts. Prehistoric deposits may be indicated by the presence of a shell, flaked and ground stone tools, bone and darkened soil. Historic period deposits are indicated by the presence of ceramics, glass, metal, milled lumber and other refuse. There is always a possibility that buried resources could be discovered during construction. NSD shall implement **Mitigation Measure CUL-1** outlined below to reduce potential project impacts related to unknown cultural resources to a less-than-significant level. Following construction, operation of the proposed project would not require any activities that could expose or disturb cultural resources. Therefore, implementation of **Mitigation Measure CUL-1** would sufficiently reduce this impact to a less-than-significant level.

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

Less than Significant with Mitigation Incorporated. Although as mentioned under item a) above, there are no known cultural resources within the project area that could be listed in the NRHP, undiscovered subsurface cultural remains may be present in the area and could be disturbed by the proposed project. In light of the potential to uncover unknown or undocumented subsurface cultural remains, this impact would be potentially

significant. Implementation of **Mitigation Measure CUL-1** would reduce this impact to a less-than- significant level.

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

Less than Significant with Mitigation Incorporated. The ground surface within the project area is highly disturbed from previous development of the SWRF. Construction activities for the proposed project that would occur within alluvial deposits would be located within Holocene sediments. By definition, an object must be more than 10,000 years old to be considered a fossil; therefore, construction activities in most of the sediments contained within and adjacent to the project area would not result in disturbance of paleontological resources. However, Holocene age deposits in the project area may overlay Pleistocene age sediments of the Riverbank Formation, which is considered paleontologically sensitive.

Construction activities occurring on and slightly below the existing ground surface would not adversely affect paleontological resources, as Pleistocene-age fossils would not be encountered until approximately 10 feet below ground surface. The proposed project is not anticipated to require deep excavations therefore, the potential to encounter undiscovered paleontological resources while low, is possible, since it is possible to discover significant fossil deposits even in areas thought to have low potential. To reduce potential for disturbance of paleontological resources, NSD shall implement **Mitigation Measure CUL-2** outlined below to reduce potential project impacts related to unknown paleontological resources to a less-than-significant level. Following construction, operation of the proposed project would not require any activities that could expose or disturb paleontological resources. Therefore, implementation of **Mitigation Measure CUL-2** would sufficiently reduce this impact to a less-than-significant level.

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

Less than Significant with Mitigation Incorporated. Although no evidence of human remains or recorded cemeteries is known within the project area, future ground-disturbing activities in the project area could adversely affect presently unknown prehistoric burials. California law recognizes the need to protect interred human remains, particularly Native American burials and associated items of patrimony, from vandalism and inadvertent destruction. In light of the potential to uncover unknown or undocumented Native American burials, this impact would be potentially significant. Implementation of **Mitigation Measure CUL-1** would reduce this impact to a less-than-significant level.

MITIGATION

NSD, or its primary construction contractor, shall implement the following measures:

Mitigation Measure CUL-1 Immediately Halt Construction Activities if Any Cultural Materials or Human Remains Are Discovered.

- Prior to construction, construction personnel shall be briefed by a qualified professional archaeologist regarding what to do in the event buried cultural materials are encountered. If previously undocumented archaeological materials, such as historic building or structure remains, historic artifact deposits or scatters, or prehistoric artifacts such as stone tool flaking debitage, mortars, pestles, shell, or bone are encountered during project construction, all ground-disturbing activity shall be suspended temporarily within a 100-foot radius of the find (or an appropriate distance determined by a qualified professional archaeologist) based on the potential for disturbance of additional resource-bearing soils. A qualified professional archaeologist shall identify the materials, determine their possible significance, and formulate appropriate mitigation measures. Appropriate mitigation may include no action, avoidance of the resource, and/or potential data recovery. Ground disturbance in the zone of suspended activity shall

not recommence without authorization from the archaeologist. Implementing this mitigation measure would ensure proper identification and treatment of any significant cultural resources uncovered as a result of project-related ground disturbance.

- If human remains are uncovered during project construction, all ground-disturbing activities shall immediately be suspended within a 100-foot radius of the find (or an appropriate distance determined by a qualified professional archaeologist) based on the potential for disturbance of additional remains, and NSD or its designated representative shall be notified. NSD shall immediately notify the Napa County Coroner and a qualified professional archaeologist, if one is not already on-site. The coroner shall examine the discovery within 48 hours. If the Coroner determines that the remains are those of a Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours. The NAHC shall contact the most likely descendant of the remains. NSD or its appointed representative and the archaeologist shall consult with the most likely descendant regarding the removal or preservation and avoidance of the remains, and the parties shall rebury or preserve the remains as appropriate. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.

Mitigation Measure CUL-2 Immediately Halt Construction Activities if Any Paleontological Resources Are Discovered.

- Before the start of construction activities, construction personnel involved with earthmoving activities shall be informed of the possibility of encountering fossils by a qualified scientist, the appearance and types of fossils likely to be encountered during construction activities, and the proper notification procedures should fossils be encountered. Worker training may either be prepared and presented by an experienced field archaeologist at the same time as construction worker education on cultural resources, or may be prepared and presented separately by a qualified paleontologist.
- If paleontological resources are encountered during earthmoving activities, the construction crew shall immediately cease work. NSD shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan. The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by NSD to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

3.6 GEOLOGY/ SOILS

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY, SOILS, AND SEISMICITY —Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section describes the geologic and soil conditions in the project area and evaluates potential effects of the project related to unstable soils, soil erosion, and seismic activity.

ENVIRONMENTAL SETTING

REGIONAL GEOLOGY AND SOILS

Napa County is located in the Coast Ranges Geomorphic Province, bordered on the west by the Coast Ranges and the Pacific Ocean and on the east by the Central Valley and the Great Valley geomorphic province. The Coast Ranges extend northward from southern California to near the Oregon border. The topography of Napa County consists of a series of parallel northwest trending mountain ridges and intervening valleys.

Geological deposits in the project area consist of unconsolidated surficial deposits of unstratified, geologically young materials (clay, silt, sand, rock fragments and gravel, and organic material) lying on bedrock (Napa County 2009). They are of Quaternary age (the last 2 million years). These deposits are of variable thickness and comprise valley alluvium, alluvial fans, levee deposits, estuarine deposits, colluvium, stream channel and terrace deposits, and various types of landslide deposits. These deposits are most often weak, soft, loose, and generally susceptible to erosion.

PROJECT AREA GEOLOGIC AND SOIL CONDITIONS

Soil Resources

The principal soil series in the project area are the Sobrante soils, which are moderately sloping to very steep, well drained loams, silt loams, and silty clay loams on uplands (Napa County 2009). Typical plant cover consists of annual grasses, forbs, and scattered oak, and these soils are used mostly for range, or vineyards and orchards. The erosion hazard on the level and nearly level terrain that exists within the project site is slight. Expansive soils exist at a variety of locations throughout the County, including the low elevations of clay-rich soils typical of the project area.

Subsidence

Land surface subsidence can be induced by both natural phenomena and human activities. Natural phenomena include subsidence resulting from tectonic deformations and seismically induced settlements; soil subsidence caused by consolidation, hydrocompaction, or rapid sedimentation; subsidence resulting from oxidation or dewatering of organically rich soils; and subsidence related to subsurface cavities. Human activities that can cause subsidence include withdrawal of subsurface fluids or sediments.

In the event of a large earthquake, the County could locally experience ground failures. The potential for highly damaging failures of this type within the County ranges from moderate to low in the unconsolidated deposits of colluvium, alluvium, and marsh/bay mud typical of the project area (Napa County 2009).

PROJECT AREA SEISMICITY

Fault Rupture and Ground Shaking

In California, the Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures intended for human occupancy (California Geological Survey [CGS] 2011). The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. For the purpose of fault zonation under the Alquist-Priolo Act, the CGS defines active faults as those that show evidence of surface displacement during the Holocene (i.e., within the last 11,000 years). Faults that show evidence of displacement within the Pleistocene (i.e., between 11,000 and 1.6 million years ago) are considered to be potentially active. A large number of faults have been mapped within Napa County; however, only a small number of these faults have been designated encompassed by regulatory zones by the CGS.

According to the Napa County General Plan, the County lies within an area experiencing relatively low seismic activity; however, there are active faults in the vicinity of the project area (Napa County 2009). The nearest active fault to the project area is the Green Valley fault located immediately south of the project site near the Napa County Airport. Accordingly, the project area is not likely to be affected by surface fault rupture but could be subject to secondary hazards such as ground shaking or liquefaction from this and other regional, active or potentially active faults.

Liquefaction

Liquefaction is the process by which soils lose shear strength and liquefy during episodes of intense ground shaking. As a general rule, liquefaction is most likely to occur in areas underlain by loose, fine sands and/or silts, and a water table that resides within 50 feet of the ground surface.

The potential for liquefaction induced ground failures within the County is relatively low. However, most of the County's developed areas, including the project area, are located within parts of alluviated valleys that are more susceptible to liquefaction. According to the Napa County General Plan, the project site is located in an area of high liquefaction susceptibility.

Landslides

Within Napa County, landslides are most common on steep slopes with unstable soils. The project area is not located in an area of high landslide susceptibility.

DISCUSSION

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

Less-than-Significant Impact. Construction of the proposed project would occur within the existing SWRF that is already developed. According to the Napa County General Plan, the County lies within an area experiencing seismic activity, and there are active faults in the vicinity of the project area (Napa County 2009). Although the project area is not likely to be affected by surface fault rupture, it could be subject to secondary hazards such as ground shaking or liquefaction. Construction activities for the proposed project would be temporary and short-term, and would not expose people or structures to any increase in existing potential for substantial effects from earthquake, seismic ground shaking, seismic ground failure, or landslides. Therefore, this impact would be less than significant and no mitigation would be required.

b) **Result in substantial soil erosion or the loss of topsoil?**

Less-than-Significant Impact. Construction of the proposed project would occur within the existing SWRF that is already developed. Ground disturbance caused by proposed project construction activities has the potential to increase erosion and sedimentation rates above existing conditions. However, construction activities for the proposed project would be temporary and short-term, and are not likely to result in substantial soil erosion or loss of topsoil. Further, the proposed project is not anticipated to require deep excavations, and excavated areas within the project site would either be restored to their original condition or would be utilized for the new facility improvements. Therefore, impacts related to soil erosion or the loss of topsoil would be less than significant and no mitigation would be required.

c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less-than-Significant Impact. Construction of the proposed project would occur within the existing SWRF in a previously developed area. The proposed project would be located on level terrain with potentially unstable soils. However, as described above, construction activities for the proposed project would be temporary and short-term, and are not likely to result in substantial soil erosion or require deep excavations. Construction activities are not anticipated to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts related to unstable geologic units or soils would be less than significant and no mitigation would be required.

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

No Impact. Construction of the proposed project would occur within the existing SWRF in a previously developed area. No structures for human occupancy would be constructed as part of the proposed project. Because no new risks to life or property would be created, the project would have no effect related to expansive or unstable soils. Therefore, no impact would occur and no mitigation would be required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Located at the existing SWRF, the proposed project would only construct facilities to accept and treat FOG waste. Soils at the project site are adequate to support the proposed grease receiving tanks and associated equipment. No other tanks or alternative water disposal systems are proposed. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.7 GREENHOUSE GAS EMISSIONS

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS —Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization’s Intergovernmental Panel on Climate Change, the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHGs related to human activity that include CO₂, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill (AB) 1493, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 required CARB to develop and implement regulations to reduce automobile and light truck GHG emissions.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California’s GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of AB 32, the Global Warming Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32. AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves the reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In October 2008, CARB published its *Climate Change AB 32 Scoping Plan*, which is the state’s plan to achieve GHG reductions in California required by AB 32. The scoping plan was approved by CARB on December 11, 2008.

Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state’s Climate Action Team.

CEQA requires that lead agencies consider the reasonably foreseeable adverse environmental effects of projects they are considering for approval. GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. In turn, global climate change has the potential to result in rising sea levels, which can inundate low-lying areas; to reduce snowpack, leading to less overall water storage in the Sierra Nevada; to affect rainfall, leading to changes in water supply, increased frequency and severity of droughts, and increased wildfire risk; and to affect habitat and agricultural land, leading to adverse effects on biological and agricultural resources.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. When the adverse change is substantial and the project's contribution to the impact is considerable, the cumulative impact would be significant. The cumulative project list for this issue (global climate change) comprises anthropogenic (i.e., human-made) GHG emission sources across the entire planet. No project alone would contribute to a noticeable incremental change to the global climate. However, AB 32 and executive order S-3-05 have established a statewide context for GHG emissions, and an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that the cumulative impacts of GHGs, even additions that are relatively small on a global basis, need to be considered. Because of the cumulative nature of the climate change problem, even relatively small contributions may be potentially considerable (and therefore, significant).

Section 15064.4 of the recently adopted CEQA Guidelines states:

“(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or,

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project (CEQA 2009).

At the time of the analysis conducted for the proposed project, no state or local air quality regulatory agency in California, including BAAQMD, has identified a significance threshold for GHG emissions generated by a proposed project, or a methodology for analyzing impacts related to GHG emissions or global climate change. Therefore, to make the determination whether the incremental impacts of the proposed project are “cumulatively considerable” the incremental impacts of the proposed project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

DISCUSSION

a and b) Generate greenhouse gas emissions either directly or indirectly?

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

Less-than-Significant Impact. GHG emissions generated by the proposed project would be primarily in the form of CO₂ from construction equipment exhaust. Although emissions of other GHGs such as methane and nitrous oxide are important with respect to global climate change, the emissions levels of these GHGs for the sources associated with project construction are nominal compared with CO₂ emissions, even considering their higher global warming potential. Implementation of the proposed project would not conflict with operation of the SWRF’s existing cogeneration unit, which is currently permitted by BAAQMD.

Emissions factors and calculation methods for estimating GHG emissions associated with infrastructure projects have not been formally adopted for use by the state, BAAQMD, or any other air district. Minimal to no electricity, water, or operational GHG emissions would be associated with implementation of the proposed project. Construction activities associated with the proposed project would occur over an approximate eight month period in 2011/2012. During this time, a small net increase in GHG emissions would result from various construction activities. Construction-related GHG emissions would be associated with engine exhaust from heavy-duty construction equipment, transport trucks hauling materials, and worker commute trips. Although any increase in GHG emissions would add to the quantity of emissions that contribute to global climate change, it is noteworthy that emissions associated with construction of the proposed project would occur over a finite period of time. As stated in Section 2.3.2, the construction labor force is estimated to average 3-5 persons over the construction period. Construction-related traffic would be minimal since there would be minimal equipment needed for the project and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. After full project buildout, all construction emissions would cease. Therefore, the proposed project would have a negligible contribution towards statewide GHG inventories.

Because construction-related emissions would be temporary and finite, and below the minimum standard for reporting requirements under AB 32, the proposed project’s GHG emissions would have a negligible cumulative contribution towards statewide GHG emissions and are not determined to be a considerable contribution to the cumulative global impact. In addition, the proposed project would not conflict with the objectives of AB 32 or any other applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. In fact, the project purpose is to construct a FOG facility located at NSD’s existing SWRF that would reduce vehicle miles traveled and transportation costs for haulers in the surrounding counties and would create a sustainable energy source for the District at the SWRF. Therefore, the proposed project would reduce NSD’s use of purchased electricity, which would be consistent with local and statewide plans and policies to reduce GHG emissions. Thus, project-related impacts as a result of GHG emissions would be less than significant and no mitigation would be required.

MITIGATION

None required.

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3.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS —Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section provides a description of potential hazards and hazardous materials that may be encountered or created as a result of project implementation.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The proposed project is located at NSD's SWRF in Napa County, California. The proposed project would be constructed within the footprint of the SWRF.

Napa County has two public use airports, Napa County Airport and Parrett Field in Angwin. Napa County Airport is located approximately 0.5 miles to the south of the existing SWRF.

A model was developed through coordination with the County and the California Department of Forestry and Fire Protection (CDF) to assess fire hazard severity. This model assessed the County to determine areas of potentially high fire hazard, with a resulting rank of fire hazard severity from low to high within each evaluation area. According to the Napa County General Plan, the project area is not located within a high fire hazard severity zone.

REGULATORY SETTING

Regulations governing the project area originate at both the federal and state level and are described in detail below. However, many regulations are implemented and enforced at the local or regional level. Most hazardous materials regulation and enforcement in Napa County is managed by its Environmental Management Department.

Federal Regulations

Federal regulatory agencies include the USEPA, the Occupational Safety and Health Administration (OSHA), the Nuclear Regulatory Commission, the Department of Transportation (DOT), and the National Institute of Health. Federal laws and guidelines governing hazardous substances are listed below.

- Pollution Prevention Act (42 United States Code (U.S.C.) 13101 et seq./40 CFR)
- Clean Water Act (33 U.S.C. 1251 et seq./40 CFR)
- Oil Pollution Act (33 U.S.C. 2701-2761/30, 33, 40, 46, 49 CFR)
- Clean Air Act (42 U.S.C. 7401 et seq./40 CFR)
- Occupational Safety and Health Act (29 U.S.C. 651 et seq./29 CFR)
- Federal Insecticide, Fungicide, and Rodenticide Act (7 U.S.C. 136 et seq./40 CFR)
- Comprehensive Environmental Response Compensation and Liability Act (42 U.S.C. 9601 et seq./29, 40 CFR)
- Resource Conservation and Recovery Act (42 U.S.C. 6901 et seq./40 CFR)
- Safe Drinking Water Act (42 U.S.C. 300f et seq./40 CFR)
- Toxic Substances Control Act (15 U.S.C. 2601 et seq./40 CFR)

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the USEPA, under the authority of the Resource Conservation and Recovery Act (RCRA). Under RCRA, individual states may implement their own hazardous substance management programs as long as they are

consistent with, and at least as strict as, RCRA. The USEPA must approve state programs intended to implement RCRA requirements.

Hazardous Substances Worker Safety Requirements

The federal OSHA is the agency responsible for ensuring worker safety. OSHA sets federal standards for implementation of training in the work place, exposure limits, and safety procedures in the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Hazardous Materials Transportation

The DOT regulates the interstate transport of hazardous materials and wastes through implementation of the Hazardous Materials Transportation Act. This act specifies driver-training requirements, load labeling procedures, and container design and safety specifications. Transporters of hazardous wastes must also meet the requirements of additional statutes such as RCRA.

State Regulations

The California Environmental Protection Agency (Cal/EPA) and the State Office of Emergency Services establish rules governing the use of hazardous substances. The State Water Resources Control Board (SWRCB) has primary responsibility to protect water quality and supply. The Cal/EPA was created to better coordinate state environmental programs, reduce administrative duplication, and address the greatest environmental and health risks. The Cal/EPA unifies the California's environmental authority under a single Cabinet-level agency. The Secretary for Environmental Protection oversees the following agencies: Air Resources Board, Department of Pesticide Regulation, SWRCB, Department of Toxic Substances Control (DTSC), and the Office of Environmental Health Hazard Assessment. Applicable state laws include the following:

- Porter Cologne Water Quality Control Act (California Water Code Section 13000-14076/23 California Code of Regulations)
- California Accidental Release Prevention Law (California Health and Safety Code Section 25531 et seq./19 California Code of Regulations)
- California Building Code (California Health and Safety Code Section 18901 et seq./24 California Code of Regulations)
- California Fire Code (California Health and Safety Code Section 13000 et seq./19 California Code of Regulations)
- California Occupational Safety and Health Act (California Labor Code Section 6300-6718/8 California Code of Regulations)
- Hazardous Materials Handling and Emergency Response "Waters Bill" (California Health and Safety Code Section 25500 et seq./19 California Code of Regulations)
- Hazardous Waste Control Law (California Health and Safety Code Section 25100 et seq./22 California Code of Regulations)
- Carpenter-Presley-Tanner Hazardous Substance Account Act "State Superfund" (California Health and Safety Code Section 25300 et seq./California Revenue and Tax Code Section 43001 et seq.)

- Hazardous Substances Act (California Health and Safety Code Section 108100 et. seq.)
- Safe Drinking Water and Toxic Enforcement Act “Proposition 65” (California Health and Safety Code Sections 25180.7, 25189.5, 25192, 25249.5-25249.13/8, 22 California Code of Regulations)
- California Air Quality Laws (California Health and Safety Code Section 39000 et seq./17 California Code of Regulations)
- Aboveground Petroleum Storage Act (California Health and Safety Code Section 25270 et seq.)
- Pesticide Contamination Prevention Act (California Food and Agriculture Code Section 13141 et seq./3 California Code of Regulations)
- Underground Storage Tank Law “Sher Bill” (California Health and Safety Code Section 25280 et seq./23 California Code of Regulations)

Within Cal/EPA, the DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the generation, transport, and disposal of hazardous substances under the authority of the Hazardous Waste Control Law.

Hazardous Substances Worker Safety Requirements

The Division of Occupational Safety and Health (Cal/OSHA) assumes primary responsibility for developing and enforcing work place safety regulations within the state. Cal/OSHA regulations concerning the use of hazardous substances include requirements for safety training, availability of safety equipment, hazardous substances exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous substances, describing the hazards of chemicals, and documenting employee training programs.

Hazardous Materials Transportation

California law requires that hazardous waste (as defined in California Health and Safety Code Division 20, Chapter 6.5) be transported by a state-registered hazardous waste transporter that meets specific registration requirements. The requirements include possession of a valid Hazardous Waste Transporter Registration, proof of public liability insurance that includes coverage for environmental restoration, and compliance with California Vehicle Code registration regulations required for vehicle and driver licensing. A complete list of requirements can be found in Title 22 CCR, Chapter 13. State agencies with primary responsibility for enforcing federal and state regulations, and responding to hazardous materials transportation emergencies are the California Highway Patrol and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads.

Database Review

According to Cal/EPA, the provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with CEQA. The Cortese list, which includes the resources listed below, was reviewed for references to the proposed project site:

- List of Hazardous Waste and Substances sites from the DTSC EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the SWRCB GeoTracker database;

- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB; and
- List of hazardous waste facilities subject to corrective action identified by DTSC.

DISCUSSION

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

Less-than-Significant Impact. During excavation, grading, and construction activities for the proposed project, it is anticipated that limited quantities of miscellaneous hazardous substances (such as petroleum-based products/fluids, solvents, and oils) would be employed in the project area and staging area. However, there would be minimal equipment needed for the project, and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. Construction activities would incorporate BMPs and to minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Further, the proposed project would comply with all relevant federal, state, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Therefore, impacts related to transport, use, or disposal of hazardous materials would be less than significant and no mitigation would be required.

b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

Less-than-Significant Impact. As described above, limited quantities of miscellaneous hazardous substances would be employed in the project area and staging area. However, there would be minimal equipment needed for the project, and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. Construction activities would incorporate BMPs and to minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Further, the proposed project would comply with all relevant federal, state, and local statutes and regulations related to transport, use, or disposal of hazardous materials. Therefore, the proposed project is not anticipated to create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts related to accidental release of hazardous materials would be less than significant. No mitigation would be required.

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

No Impact. No schools exist within 0.25 mile of the proposed project area (Napa County Office of Education, 2011). Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project is not located on a site known to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and would not create a significant hazard to the public or the environment. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project is located approximately 0.5 mile from the Napa County Airport (Napa County 2007). No uses are proposed that could affect operations of the Napa County Airport, or any other public/public use airport. The proposed project would not result in a safety hazard for people residing or working in the proposed project area. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project is not located within the vicinity of a private airstrip. No uses are proposed that could affect airport operations for a private airstrip, and the proposed project would not result in a safety hazard for people residing or working in the proposed project area. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project area is not located within a high fire hazard severity zone (Napa County, 2009). Construction activities for the proposed project include the use of mechanized construction equipment and vehicles that contain flammable fuels. However, equipment and vehicles are not anticipated to come in contact with vegetated areas that may accidentally spark and ignite the vegetation. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.9 HYDROLOGY/ WATER QUALITY

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY —Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section provides information on water quality and hydrology conditions on the project site.

ENVIRONMENTAL SETTING

GENERAL CONDITIONS

The parallel northwest trending mountain ridges of Napa County subdivide it into three principal watersheds: Napa River watershed, Putah Creek/Lake Berryessa watershed, and Suisun Creek watershed (Napa County 2009). The project area is located in the Napa River watershed, which extends in a northwesterly direction from San Pablo Bay to the hills north of Calistoga, and includes primarily a central valley floor and eastern and western mountains to either side. Elevations in the Napa Valley range from mean sea level at San Pablo Bay to approximately 400 feet above mean sea level in the northern mountains.

SURFACE WATER

The Napa River is the largest river in the County, and drains the watershed and empties into San Pablo Bay (Napa County 2009). Due to the proximity to San Pablo Bay, the Napa River and its tributaries in the lower Napa Valley are tidally influenced.

GROUNDWATER

The major aquifers in the County are the North Napa Valley Groundwater Basin and the Milliken-Sarco-Tulocay Basin. Smaller aquifers in the County include the Carneros Groundwater Basin and small basins within the Putah Creek subbasin and the Lake Berryessa Basin (Napa County 2009). The nearest groundwater basin to the project area is the Carneros Groundwater Basin, located to the west. Recharge to the alluvial aquifers occurs primarily by direct infiltration of precipitation.

WATER QUALITY

Currently, the Napa River and its tributaries have been listed as water quality impaired for nutrients, pathogens, and sedimentation/siltation (Napa County 2009). The Napa River drains into San Pablo Bay, which has been listed as impaired for chlordane, DDT, diazinon, dieldrin, dioxins and furans, exotic species, mercury, nickel, PCBs, and selenium.

FLOODING

According to the Napa County General Plan, the Mediterranean climate of the region, combined with the ridge-valley topography, drainage network, and constricted river channel have historically resulted in flooding along the Napa River (Napa County 2009). The majority of the flooding within the County occurs within the Napa Valley floor. The City of Napa and the areas surrounding the Napa-Sonoma Marshes are the most heavily affected by flooding. The project area is located within a 100-year flood zone.

DISCUSSION

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

Less-than-Significant Impact. Construction activities associated with improving the existing SWRF include installation of duplex grease pretreatment screens, grease holding tanks, a chopper style pump, and positive displacement pump. Auxiliary components to be installed include a passive activated carbon odor control system, a hot water hose down system, a spill containment feature (concrete curb), and a hoist. There would be minimal equipment needed to install these project components, as the majority of the materials needed for the project would be pre-assembled prior to transport to the project site.

Construction activities could temporarily expose areas of disturbed ground, and could cause temporary discharges of sediment and other contaminants into receiving waters or onto the ground where they can be carried into receiving waters. Petroleum products or other construction-related substances could also be discharged inadvertently to waterways via stormwater runoff. However, all surface water within the SWRF site is treated prior to release, and there is no off-site discharge. Although the proposed project area is located within 1,000 feet of the Napa River, it is not anticipated that construction activities would result in direct discharges of sediments, stormwater runoff, or other construction debris into the Napa River. Construction of the proposed project would occur within the existing SWRF that is already developed, and the ground surface within the project area is highly disturbed from previous development. Construction activities for the proposed project would be temporary and short-term, and are not likely to result in substantial soil erosion or violation of water quality standards. Further, the proposed project is not anticipated to require deep excavations, and ground disturbing activities would be limited. Excavated areas within the project site would either be restored to their original condition or would be utilized for the new facility improvements.

Although erosion and generation of contaminated runoff are possible during construction of improvements to the existing SWRF, anything more than minor releases of sediment is unlikely. In addition, temporary erosion control measures would be implemented during construction activities to minimize stormwater pollution resulting from erosion and sediment migration from the construction or staging area. These temporary measures may include minimizing the extent of construction staging areas to minimize the amount of land disturbed at any one time, and providing secondary containment for storage of fuel and oil. As described above, the proposed project includes a spill containment feature, which would minimize potential releases during future operation. Therefore, construction and operation activities are not anticipated to affect water quality in the project area. This impact would be less than significant and no mitigation would be required.

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

No Impact. The proposed project would result in improvements to the existing SWRF, and would not require the use of, or interference with, groundwater supplies in the project area. Potential changes in groundwater levels or quality are not expected to result from the implementation of the proposed project. As a result, groundwater supplies and groundwater recharge capability would not be affected in the project area. Therefore, no impact would result and no mitigation would be required.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?**

Less-than-Significant Impact. As described above, implementation of the proposed project would result in minimal increases in impervious surfaces at the project site. Impervious surfaces can alter drainage patterns or cause incremental increases in the rate and amount of surface water runoff. However, temporary erosion control measures would be implemented to reduce the potential for erosion and sedimentation. Because the proposed improvements to the SWRF would result in only minor incremental changes in runoff, the proposed project is not expected to substantially alter on- or off-site erosion or siltation. Therefore, this impact would be less than significant and no mitigation would be required.

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

Less-than-Significant Impact. The proposed project would not alter conditions in the Napa River channel or floodplain. See item c) above. As noted above, all surface water within the SWRF site is treated prior to release, and there is no off-site discharge. The proposed improvements to the SWRF are not anticipated to result in changes in runoff. Therefore, this impact would be less than significant and no mitigation would be required.

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

Less-than-Significant Impact. See item c) above. As described above, no change in the amount of runoff from the project area is anticipated as a result of the proposed improvements to the SWRF, and the proposed project would not exceed the capacity of any existing or planned stormwater drainage systems. Therefore, this impact would be less than significant and no mitigation would be required.

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

Less-than-Significant Impact. As discussed under item a) above, the proposed project would include temporary erosion control measures to protect water quality in the project area. Further, all surface water within the SWRF site is treated prior to release, and there is no off-site discharge. Therefore, the proposed project is not expected to substantially degrade water quality. This impact would be less than significant and no mitigation would be required.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. According to the Napa County General Plan, the project site is located within a 100-year flood zone. However, the proposed project would not include construction of any housing. Therefore, no impact would occur and no mitigation would be required.

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

Less-than-Significant Impact. As described above, the project site is located within a 100-year flood zone. However, it is not anticipated that the limited increase in facilities at the SWRF would impede or redirect flood flows in the project area. Therefore, this impact would be less than significant and no mitigation would be required.

- i) **Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

Less-than-Significant Impact. As described above, the project site is located within 1,000 feet of the Napa River, and is located within a 100-year flood zone. However, implementation of the proposed project would not expose people or structures to a significant flood risk over current conditions at the SWRF. Further, no structures for human occupancy would be constructed as part of the proposed project, and no new risks to life or property would be created. Therefore, this impact would be less than significant and no mitigation would be required.

- j) **Result in inundation by seiche, tsunami, or mudflow?**

No Impact. According to the Napa County General Plan, the potential for damage caused by tsunamis is considered low given that the County is not directly exposed to the open ocean. Seiches would be limited to the larger reservoirs in the County. Thus the potential for seiche, tsunami, or mudflow at the project site would be low. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

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3.10 LAND USE/ PLANNING

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND LAND USE PLANNING —Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section describes existing land uses at the project site and evaluates the effects of the project related to land use and planning.

ENVIRONMENTAL SETTING

REGIONAL CONTEXT

Napa County is located north of the San Francisco Bay Area, and is bounded on the north and northeast by Yolo County, on the south and southeast by Solano County, and on the west by Lake and Sonoma counties. Regional land use patterns generally consist of dense urban centers, open space, natural resources, and agricultural activities, such as vineyards. Napa County is comprised of approximately 506,000 acres, and approximately 95 percent of this acreage is included within the unincorporated areas of the County. The remaining five percent is distributed among the five incorporated areas in the County: City of American Canyon, City of Calistoga, City of Napa, City of St. Helena, and Town of Yountville.

PROJECT AREA

Land Use, Ownership, and Jurisdiction

The project area is located within the unincorporated area of Napa County. Land use in the project area mostly consists of agricultural, industrial, or public uses. The Napa River is located to the west of the project site, the Napa County Airport is located to the south, agricultural and industrial areas are located to the east, and the City of Napa is located both to the west and to the north.

The project area is also located in Napa County’s South County Industrial Area, which represents the largest urbanized, non-agricultural area in the unincorporated county. A wide variety of uses are included in the industrial area, such as the Napa County Airport, light and heavy industries, offices, and vineyards.

The proposed project is located at NSD’s SWRF. To provide space for operation and maintenance of the proposed project, NSD would utilize existing available space within the SWRF footprint. No additional land is anticipated for acquisition.

Land Use Designations and Zoning

The project area is located within the Napa County General Plan Area. The Napa County General Plan includes goals, policies, and objectives that guide land use decisions in Napa County. The Napa County General Plan and Zoning Ordinance describe the types of land uses in the County, and the permitted activities within each land use (Napa County 2009, 2011).

The Napa County General Plan land use designation for the project area is Public-Institutional. The Public-Institutional land use designation is intended for lands that are set aside for existing and future uses of a governmental, public use, or public utility nature such as a public hospital, public use airport, sanitation district facilities, government equipment yard, state or federal administrative offices, or recycling-composting facilities.

The Napa County zoning for the project area is Agricultural Watershed District: Airport Compatibility Combination District (AW:AC). The AW zone is intended for areas of the county where "the predominant use is agriculturally oriented, where watershed areas, reservoirs and floodplain tributaries are located, where development would adversely impact on all such uses, and where the protection of agriculture, watersheds and floodplain tributaries from fire, pollution and erosion is essential to the general health, safety and welfare." The AC zone is intended to accommodate the orderly growth and development of public-use airports, and apply development standards to development in the vicinity of public-use airports.

DISCUSSION

a) Physically divide an established community?

No Impact. The proposed project would not result in the physical division of a community. Proposed improvements to the existing facility would not create a new barrier between various portions of the project area, and would not result in any permanent structures that would physically divide an established community. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project would not conflict with any applicable land use plan, policy, or regulation of Napa County. The SWRF would be improved as part of the proposed project and would remain under the existing easements for operation and maintenance. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. No habitat conservation or natural community conservation plans are in effect that would apply to the project area. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.11 MINERAL RESOURCES

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section provides information on mineral resource conditions in the project area.

ENVIRONMENTAL SETTING

Historically, the two most valuable mineral commodities in Napa County have been mercury, or quicksilver, and mineral water. More recently, building stone and aggregate produced from hard-rock quarries have been the most valuable mineral commodity in the County (Napa County 2009).

In compliance with the California Surface Mining and Reclamation Act (SMARA), the California Division of Mines and Geology has established a classification system to denote both the location and significance of key extractive resources. Under SMARA, the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. Despite some historic mining activities, the geologic opportunities for future mineral extraction in Napa County are not clearly known, and state mineral resource zone (MRZ) maps do not exist for the majority of the County. The project area is not designated as a MRZ, and is not shown in the Napa County General Plan as an area of mineral resources to be protected from further development (Napa County 2009).

DISCUSSION

a) Result in the loss of availability of a known mineral resource of value to the region and the residents of the state?

No Impact. The project area does not contain areas that are designated for MRZs, and is not shown in the Napa County General Plan as an area of mineral resources to be protected from further development (Napa County, 2009). Implementation of the proposed project is not anticipated to result in a loss of mineral resources. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. As described above, the project area is not shown in the Napa County General Plan as an area of mineral resources to be protected from further development. Implementation of the proposed project is not anticipated to result in a loss of mineral resources. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.12 NOISE

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE — Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section includes a description of ambient-noise conditions, a summary of applicable regulations, and an analysis of potential short-term construction noise impacts of the proposed project. Construction activities are the only anticipated source of noise associated with the project.

The following is a brief background discussion of noise terminology.

- ▶ Sound: A vibratory disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- ▶ Noise: Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- ▶ Decibel (dB): A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
- ▶ A-Weighted Decibel (dBA): An overall frequency-weighted sound level in decibels, which approximates the frequency response of the human ear.
- ▶ Maximum Sound Level (Lmax): The maximum sound level measured during the measurement period.

- ▶ **Minimum Sound Level (Lmin):** The minimum sound level measured during the measurement period.
- ▶ **Equivalent Sound Level (Leq):** The equivalent steady-state sound level, which in a stated period of time would contain the same acoustical energy.
- ▶ **Percentile-Exceeded Sound Level (Lxx):** The sound level exceeded “x”% of a specific time period. L10 is the sound level exceeded 10% of the time.
- ▶ **Day-Night Level (Ldn):** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
- ▶ **Community Noise Equivalent Level (CNEL):** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

Ldn and CNEL values rarely differ by more than 1 dB. As a matter of practice, Ldn and CNEL values are considered to be equivalent. In general, human sound perception is such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

ENVIRONMENTAL SETTING

EXISTING NOISE-SENSITIVE RECEPTORS

Noise-sensitive land uses generally include those uses where exposure would result in adverse effects (e.g., sleep disturbance, annoyance), as well as uses where quiet is an essential element of their intended purpose. Residences are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other land uses typically considered sensitive to noise include hospitals, convalescent facilities, parks, auditoriums, amphitheaters, public meeting rooms, motels, hotels, churches, schools, libraries, and other uses where low interior noise levels are essential.

The proposed project area is located in the South County Industrial Area of Napa County. A wide variety of land uses and potential noise sources are included in the industrial area, such as the Napa County Airport, light and heavy industries, offices, and vineyards. There are no noise-sensitive receptors in the project area.

EXISTING NOISE ENVIRONMENT

Within the County, major sources of noise include roadway traffic, major arterials, and other roadways; aircraft operations; and fixed noise sources from industrial, commercial, mining, and farming activities.

Major sources of traffic noise in the project area include SR 12, SR 29, and SR 221. Traffic on project area roadways is generally the result of truck traffic from industrial sites. Additional sources of noise in this area include aircraft flights overhead and agricultural operations.

REGULATORY SETTING

There are no federal or state noise regulations that apply to the proposed project.

Napa County General Plan Noise Element

The Napa County General Plan Noise Element establishes policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses (Napa County 2009). The County has established guidelines to assist in determining compatibility with surrounding land uses. The Noise Element further establishes noise level criteria for intermittent noise, under which “intermittent noise standards should receive special attention when projects are considered in ‘Tentatively Compatible’ or ‘Normally Incompatible’ areas as determined by the Ldn criteria.” Interior noise standards are shown in Table 3.12-1 below.

Table 3.12-1 Napa County Land Use Compatibility Guidelines (Ldn)

Land Use	Completely Compatible	Tentatively compatible	Normally Incompatible	Completely Incompatible
Residential	<55	55-60	60-78	>75
Commercial	<65	65-75	75-80	>80
Industrial	<70	70-80	80-85	>85

Source: Napa County General Plan, 2009

Notes:

Completely compatible: The noise exposure is such that both the indoor and outdoor environments are pleasant.

Tentatively compatible: The noise exposure is great enough to be of some concern, but common building construction practices will make the living indoor environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant for recreation and play.

Normally incompatible: The noise exposure is so severe that unusual and costly building construction is necessary to ensure some tranquility inside one’s home, and barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.

Completely incompatible: The noise exposure at the site is so severe that construction costs to make the indoor living environment acceptable would be prohibitive and the outdoor environment would still be intolerable.

Napa County Noise Ordinance

The Napa County noise ordinance, part of the County’s code, is enforceable by law (Napa County 1993). The following is a brief discussion of the noise ordinance construction regulations. The project would not have long-term noise effects from operations.

Napa County’s Noise Ordinance, Chapter 8.16 states that “any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area” are prohibited. To control noise from construction activities, the County has also established noise limits for construction activities. The County’s ordinance further prohibits the use of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. to prevent construction activity-related noise from creating a noise disturbance across a residential or commercial real property line.

METHODOLOGY

Potential noise impacts as a result of the proposed construction activities were evaluated to determine if they would conflict with the Napa County Noise Ordinance. Typically if construction equipment would be operated or construction work would be performed during the noise-sensitive hours between 7 p.m. and 7 a.m., then a project would result in a potential noise impact.

DISCUSSION

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

Less-than-Significant Impact. For the proposed project, which would generate altered noise conditions only during project construction activities, the Napa County Noise Ordinance (described above) is the applicable local noise standard. The policy restricts construction noise between the hours of 7 p.m. of one day and 7 a.m. of the following day. Construction of the proposed project would be temporary and short-term, and would occur outside of the noise restricted hours outlined in the Napa County Noise Ordinance. Thus, implementation of the proposed project would be consistent with the Napa County Noise Ordinance and impacts would be less than significant. No mitigation would be required.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Less-than-Significant Impact. Construction activities have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and operations involved. As discussed in Section 2, on-site construction equipment is assumed to include a backhoe/front-end loader, a bobcat, a concrete truck, and a haul truck. Excavators, bulldozers, and drilling equipment are not expected to be necessary for construction of the proposed project. The proposed project is not anticipated to require deep excavations, and would not be anticipated to generate excessive groundborne vibration or noise levels. Thus, vibration and groundborne noise impacts resulting from the proposed project would be less than significant. No mitigation would be required.

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

Less-than-Significant Impact. Long-term operation of the proposed project would not include any new major stationary noise sources. Maintenance activities related to the proposed project would be the same as under existing conditions. Thus, long-term noise levels would be equal to noise levels under existing conditions and impacts would be less than significant. No mitigation would be required.

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

Less-than-Significant Impact. Construction activity noise levels associated with the proposed project would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. However, construction activity noise levels would be short-term and temporary, and would occur outside of the noise restricted hours outlined in the Napa County Noise Ordinance. There are no noise sensitive receptors near the project vicinity that could be exposed to construction noise. Construction-related traffic would be minimal since there would be minimal equipment needed for the project and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. Therefore, any increase in construction-related traffic would not be sufficient to significantly increase traffic noise levels and impacts would be less than significant. No mitigation would be required.

- e, f) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and for a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The proposed project is located approximately 0.5 mile from the Napa County Airport. According to the Napa County Airport Master Plan, the project area is not within the established Napa County Airport noise contours determined for human disturbance (Napa County 2007). Further, the proposed project does not include the development of any noise-sensitive receptors, and would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

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3.13 POPULATION AND HOUSING

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING —Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This analysis summarizes existing population and housing conditions in Napa County. It presents estimates of changes to those conditions that could be created with implementation of the proposed project.

ENVIRONMENTAL SETTING

POPULATION

The project site is located in unincorporated Napa County. In 2005, nearly 80 percent of the County’s population lived in urbanized areas (Napa County 2009). The County population was 134,100 in 2005 and was anticipated to reach 153,400 residents by 2030. This includes the unincorporated portions of the County, as well as the cities and communities of American Canyon, Calistoga, Napa, St. Helena and Yountville.

HOUSING

Between 2000 and 2005, the housing stock in the unincorporated area of Napa County increased by 524 households while the County overall increased its housing stock by approximately 3,888. Total Napa County households were 45,402 in 2000 and 49,290 in 2005, representing an 8.6 percent change. According to the State Department of Finance, a total of 11,674 housing units existed in the unincorporated area in 2004 (Napa County 2009).

Between 1990 and 2000, single-family housing construction accounted for 90 percent of total housing units constructed in the unincorporated area. There has been minimal new construction of multi-family housing in the unincorporated area since 1992.

DISCUSSION

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The proposed project would not involve the construction of new homes or businesses or the extension of roads or infrastructure. Construction jobs generated by project activity would be temporary. Construction

workers would be local and would commute to the project area. Project related construction jobs would not directly or indirectly induce substantial population growth. Implementation of the proposed project would not affect current and/or planned population growth patterns within Napa County and would not affect the population goals as outlined in the County General Plan. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed improvements would not displace substantial numbers of existing homes and therefore, would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. As mentioned under item b) above, the proposed improvements would not displace substantial numbers of people and therefore would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

3.14 PUBLIC SERVICES

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section provides an overview of existing public services in the project vicinity—fire protection, police service, and school facilities. Impacts are evaluated in relation to the potential for increased demand for public services associated with the proposed project.

ENVIRONMENTAL SETTING

There are no established public facilities or recreational sites in the project area, and no parks are located near the proposed project. Recreational resources are discussed in Section 3.15.

LAW ENFORCEMENT

The Napa County Sheriff’s Department (NCS D) provides law enforcement services to the unincorporated portions of the County. NCS D has mutual aid agreements with the Napa City Police Department and the California Highway Patrol (CHP). The NCS D office nearest to the project site is the Napa County Main Office located at 1535 Airport Boulevard.

FIRE PROTECTION

The CDF and the Napa County Fire Department (NCFD) provide fire protection and emergency medical response to the unincorporated areas of the County. A NCFD station is located near the project site at 1555 Airport Boulevard.

SCHOOL FACILITIES

The public school district serving the project area is the Napa Valley Unified School District (NVUSD). There are no schools located in the vicinity of the project site.

DISCUSSION

a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

i) **Fire protection**

ii) **Police protection**

No Impact. The proposed project would not increase demands for fire protection and sheriff's services because it would not include new housing or business structures, or indirectly increase housing or businesses in the project vicinity. The proposed improvements to the existing facility would not change the type or intensity of land uses in the area; therefore, the demand for fire and sheriff's protection services under the proposed project would be the same as that currently provided on-site. Therefore, the proposed project would not result in short-term or long-term impacts to emergency services or access. No mitigation would be required.

iii) **Schools**

iv) **Parks**

v) **Other public facilities**

No Impact. The proposed project does not include proposals for new housing. Therefore, it would not generate students or increase demands for school services or facilities, such as parks. In addition, the proposed project would not increase demands for other public facilities because it would not include new housing or business type structures, or indirectly increase housing or businesses in the project vicinity. Lastly, the proposed project would not alter the current demand for public services and no additional services or changes to existing services would be required. Therefore, no impact would occur to schools, parks, or other public facilities. No mitigation would be required.

MITIGATION

None required.

3.15 RECREATION

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section provides information on recreational facilities in the project area.

ENVIRONMENTAL SETTING

Napa County offers several parks and other recreational facilities, including the Napa-Sonoma marshes and Napa River floodplain, owned and managed by the California Department of Fish and Game. This area is open to the public for various hunting activities and fishing. The Bothe-Napa State Park, the Robert Louis Stevenson State Park, and Bale Grist Mill are important public open space areas in the north end of the Napa Valley. Skyline Park is an 850-acre open space regional park that is owned by the state, and operated and maintained by a non-profit organization through a lease by Napa County. North of the project area, the City of Napa features approximately 50 parks and recreation facilities. There are no parks or recreation facilities located in the project area.

DISCUSSION

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

No Impact. The proposed improvements to the existing SWRF facility would not involve the construction of new housing or other facilities beyond that already planned for and forecasted in the Napa County General Plan, and therefore would not increase demand for recreational facilities. There are no developed recreational facilities in the project area or immediate vicinity. The proposed project would not permanently add, remove, or alter recreational facilities. Therefore, there would be no limitations on the use of recreation facilities or reduction in the availability of recreational opportunities in the project area as a result of the proposed project. No impact would occur and no mitigation would be required.

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

No Impact. As mentioned under item a) above, the proposed project does not include proposals for new housing or other facilities beyond that already planned for and forecasted in the Napa County General Plan. Therefore, the proposed project would not generate new demand for recreation services or facilities. No impact would occur and no mitigation would be required.

MITIGATION

None required.

3.16 TRANSPORTATION/ TRAFFIC

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION AND TRAFFIC —Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section describes the traffic and circulation characteristics of the existing roadways in the project area and vicinity and analyzes the potential impacts of the proposed project on normal traffic circulation and transportation systems.

ENVIRONMENTAL SETTING

The primary roadways that would be used to access the project area are SR 12, SR 29, SR 221, and Soscol Ferry Road, which are paved, all-weather roads, and suitable for the anticipated loads. The access roads would also serve as construction-related haul routes to transport construction materials to, or construction waste from, the project area. The primary and associated roadways that would be utilized by construction-related traffic for the proposed project are described in further detail below.

The County has no freeways except for a small segment of Interstate 80 that crosses the corner of the County boundary between Fairfield and Vallejo, and a short segment of SR 29 that is also technically defined as a freeway (Napa County 2009). Rural highways within the County include SR 12/121, and SR 29. Most of the County's high volume, high speed roadways are arterials which range from: 1) multilane urban thorough fares

with signalized intersections, 2) multi-lane rural expressways with signalized and unsignalized intersections, and 3) single-lane rural roads with generally unsignalized intersections. Soscol Avenue is classified as an urban or rural arterial.

TRANSIT SERVICE

Public transit services in Napa County are available in all of the cities and in much of the unincorporated areas. The VINE is an intra- and inter-city fixed route service that operates in the City of Napa, between Calistoga and the City of Vallejo, and between St. Helena and Santa Rosa.

BICYCLE AND PEDESTRIAN CIRCULATION

According to the Napa County General Plan, there are relatively long distances between cities in the County, and commuting between the cities by bicycle or as a pedestrian is difficult (Napa County 2009). Potential exists for intra-city commuting via bicycle, and pedestrian travel is possible in most cities. Although most of the cities are small, they are relatively dense, with pedestrian friendly streets.

Napa County has several off-street bicycle trails and paths, as well as on street bicycle lanes and routes. While bicycle facilities are often located in newer neighborhoods or developments, older neighborhoods and rural areas of the County often lack bicycle amenities. The project site is located outside of the County's bicycle network.

The County's pedestrian network consists primarily of sidewalks and multi-use trails. Sidewalks are usually provided in developed commercial and residential areas, but are rarely provided in the low-density rural areas. Pedestrian facilities also include crosswalks and pedestrian-actuated signals at major intersections within developed areas.

DISCUSSION

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

Less-than-Significant Impact. The proposed project has the potential to affect transportation and circulation during construction. However, any effect of operation of the proposed project on transportation and circulation issues would be negligible. Few, if any, additional vehicle trips would be associated with long-term maintenance under the proposed project. Construction of improvements to the existing SWRF would not affect roadway or transportation system features in the long-term. The proposed project does not include any permanent design features that would present hazards to transportation systems. Personnel, equipment, and imported materials would reach the project area via SR 12, SR 29, SR 221, and Soscol Ferry Road. The construction labor force is estimated to average 3-5 persons over the construction period. Construction-related traffic would be minimal since there would be minimal equipment needed for the project and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. Therefore, the proposed project would result in less than significant short-term traffic impacts, and would not result in long-term traffic impacts. No mitigation would be required.

- b) **Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Less-than-Significant Impact. As discussed above in item a), any increase in traffic resulting from project construction would be short term and temporary. The construction labor force is estimated to average about 3-5 persons over the construction period. Also, truck trips would seldom occur at the same time as employee commute trips, as employees must be at the project site to operate haul trucks and receive deliveries of materials. Thus, it is unlikely that commute and truck traffic would affect peak hour travel at any individual roadway intersection in the project area. Therefore, it is not anticipated that the proposed project would add sufficient trips to local roadways to degrade levels of service below acceptable standards. Therefore, this impact would be less than significant, and no mitigation would be required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project would not change air traffic patterns or increase air traffic levels. Therefore, no impact would occur, and no mitigation would be required.

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

No Impact. The proposed project would not result in alterations to existing public roadways. Therefore, the safety of the public transportation network would not be affected. Project operation would not result in any change in land uses, and therefore would not alter the compatibility of uses served by the public roadway network. Therefore, no impact would occur and no mitigation would be required.

e) Result in inadequate emergency access?

Less-than-Significant Impact. Construction-related traffic would be minimal since there would be minimal equipment needed for the project and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. The construction labor force is estimated to average about 3-5 persons over the construction period. Construction of the proposed project would not result in short-term or long-term impacts to emergency access. Therefore, this impact would be less than significant and no mitigation would be required.

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

No Impact. The proposed project would not affect public transportation methods or routes, nor would it conflict with any local plans or policies regarding public transportation. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

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3.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS —Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This section addresses several utilities and service systems, including solid waste, gas, electrical, water, sewer, and drainage systems. Wastewater and drainage systems are not discussed in detail, as the proposed project would not result in the generation of wastewater, or require treatment of wastewater, beyond existing conditions.

ENVIRONMENTAL SETTING

EXISTING UTILITIES AND SERVICE SYSTEMS

Solid Waste Disposal

There are several solid waste providers in Napa County including Upper Valley Disposal Service, Berryessa Garbage Service, Napa Recycling and Waste Services (NRWS)/Napa County Recycling and Waste Services (NCRWS), and American Canyon Recycling and Disposal (Napa County 2009). The project area is located in the service area of the NRWS/NRWCS, which transports waste to Devlin Road Recycling and Transfer Facility. Waste is ultimately disposed of at the Keller Canyon landfill in Contra Costa County. According to the Napa County General Plan, as of 2004, the Keller Canyon Landfill had 64.8 million cubic yards of remaining capacity and has enough permitted capacity to receive solid waste through 2030.

Sewer Service

There are several wastewater service providers in Napa County including NSD, Lake Berryessa Resort Improvement District, Napa Berryessa Resort Improvement District, Napa River Reclamation District #2109, Spanish Flat Water District, Circle Oaks County Water District, and American Canyon Public Works Department (Napa County 2009). As described in Section 2, NSD provides wastewater collection, treatment and disposal services to the residents and businesses in the City of Napa and the surrounding unincorporated areas of Napa County.

Water Supply

The cities of Napa, American Canyon, Calistoga, St. Helena, and the Town of Yountville provide public water within their respective corporate boundaries as well as delivering water to the unincorporated portions of the County. The primary source of water for the cities within the County is surface water, while the primary source of water for the unincorporated area is groundwater.

Gas and Electric

Pacific Gas and Electric (PG&E) is the primary service provider for natural gas and electricity in Napa County. PG&E provides service to residences and commercial, industrial, mining, agricultural customers as well as transportation, communication, and utility service providers throughout the County.

DISCUSSION

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

No Impact. Implementation of the proposed project would not result in exceedance of wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, no impact would occur and no mitigation would be required.

- **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

No Impact. Although located at the existing SWRF, the proposed project would only construct facilities to accept and treat FOG waste. The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, no impact would occur and no mitigation would be required.

- **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

No Impact. The proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. No new or expanded water supplies or entitlements would be required under or as a result of the proposed project. Therefore, no impact would occur and no mitigation would be required.

- **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

No Impact. Although located at the existing SWRF, the proposed project would only construct facilities to accept and treat FOG waste. Implementation of the proposed project would not result in the generation of wastewater, or require treatment of wastewater, beyond existing conditions. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. Construction and operation of the proposed project would not result in the long-term production of any solid wastes. It is anticipated that the proposed project would generate excess materials during construction that would require disposal. Construction debris and excess material requiring disposal in a landfill would be hauled off-site to a suitable facility. Therefore, no impact would occur and no mitigation would be required.

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

No Impact. The proposed project would comply with all relevant federal, state, and local statutes and regulations related to solid waste. Therefore, no impact would occur and no mitigation would be required.

MITIGATION

None required.

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3.18 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE—				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

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

Less than Significant with Mitigation Incorporated. Development of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory. As discussed previously in this IS Checklist, mitigation measures are proposed to reduce potentially significant impacts on cultural resources to a less-than-significant level.

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

Less than Significant with Mitigation Incorporated. No past, current, or probable future projects were identified in the project vicinity that, when added to project-related impacts, would result in cumulatively considerable impacts. No cumulatively considerable impacts would occur with development of the proposed

project. As discussed previously in this IS Checklist, mitigation measures are proposed to reduce all potentially significant impacts to a less-than-significant level. The incremental effects of the proposed project are not cumulatively considerable when viewed in connection with the effects of past, current, and probable future projects.

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

Less than Significant with Mitigation Incorporated. No project-related environmental effects were identified that would cause substantial adverse effects on human beings after mitigation is incorporated. As discussed herein, the proposed project has the potential to create temporary significant impacts related to cultural resources during construction. However, with implementation of required mitigation measures, these impacts would be reduced to a less-than-significant level.

4.0 LIST OF PREPARERS

HDR inc.

Robert Edgerton AICP, LEED AP, Project Manager

Linda Fisher, M.S., Environmental Planner

Jeanette Winter, REA, Environmental Planner

Rob Williams, Quality Assurance/Quality Control

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5.0 REFERENCES CITED

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Appendix A Comments and Responses

This appendix addresses the comments received on the Initial Study with Proposed Mitigated Negative Declaration, circulated for public review and comment from July 5, 2011 to August 3, 2011.

This appendix presents all of the written comments received on the document during the public comment period and provides the District responses to those comments. A list of the comment letters received is included below.

- State Clearinghouse
- California Department of Transportation

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Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

August 4, 2011

11-08-05P01:23 RCVD

Brian Thomas
Napa Sanitation District
935 Hartle Court
Napa, CA 94558

Subject: Fats, Oils, and Grease Receiving Station
SCH#: 2011072009

Dear Brian Thomas:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on August 3, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011072009
Project Title Fats, Oils, and Grease Receiving Station
Lead Agency Napa Sanitation District

Type MND Mitigated Negative Declaration
Description The proposed project is located at the Napa Sanitation District's Soscol Water Recycling Facility (SWRF) in Napa County, CA. The proposed project would add a Fats, Oils, and Grease (FOG) Receiving Station to the existing SWRF. Facilities would include two 15,000 gallon FOG storage tanks, mixing and feed pumps, screening, piping, electrical and control facilities, structural slab, and site work. The project would be sited within the confines of the existing wastewater treatment facility; the project would not include constructing any buildings.

Lead Agency Contact

Name Brian Thomas
Agency Napa Sanitation District
Phone (707) 258-6000 **Fax**
email
Address 935 Hartle Court
City Napa **State** CA **Zip** 94558

Project Location

County Napa
City Napa
Region
Lat / Long 38° 14' 2.19" N / 122° 17' 13.49" W
Cross Streets Soscol Ferry Road/Vista Point Drive
Parcel No. 057-010-010
Township 4N **Range** 4W **Section** **Base**

Proximity to:

Highways Hwy 29/121
Airports Napa County
Railways UPRR
Waterways Napa River
Schools Napa College
Land Use LUD: Public-Institutional
Z: Agricultural Watershed District: Airport Compatibility Combination District.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 07/05/2011 **Start of Review** 07/05/2011 **End of Review** 08/03/2011

Response to Comment Letter from State Clearinghouse

Thank you for your letter acknowledging compliance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

July 11, 2011

NAPVar005
SCH#2011072009

Mr. Brian Thomas, PE
Napa Sanitary District
935 Hartle Court
Napa, CA 94558

Dear Mr. Thomas:

**NAPA SANITARY DISTRICT, FATS, OIL, AND GREASE RECEIVING STATION
– MITIGATED NEGATIVE DECLARATION**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Fats, Oil, and Grease (FOG) Receiving Station project. The following comments are based on the Mitigated Negative Declaration (MND). As lead agency, the Napa Sanitary District (District) is responsible for all project mitigation.

Traffic Impact Analysis

Please evaluate the proposed project's impacts on state transportation facilities, specifically to State Routes (SRs) 29, 221, and 12, during construction and operational periods. The following criteria should be used in determining if a traffic analysis for these facilities is warranted:

1. The project would generate over 100 peak hour trips assigned to a state highway facility.
2. The project would generate 50 to 100 peak hour trips assigned to a state highway facility, and the affected highway facilities are experiencing noticeable delay; approaching unstable traffic flow (level of service (LOS) "C" or "D") conditions.
3. The project would generate 1 to 49 peak hour trips assigned to a State highway facility, and the affected highway facilities are experiencing significant delay; unstable or forced traffic flow (LOS "E" or "F") conditions.

We recommend using the Department's "*Guide for the Preparation of Traffic Impact Studies*" for determining which scenarios and methodologies to use in the analysis. The guide can be accessed from the following webpage:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Mr. Brain Thomas, PE/Napa Sanitary District

July 11, 2011

Page 2

If the proposed project will not generate the amount of trips needed to meet the Department's trip generation thresholds, an explanation of how this conclusion was reached must be provided.

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on state roadways, such as SRs 29, 221, or 12 requires a transportation permit that is issued by the Department. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the address below.

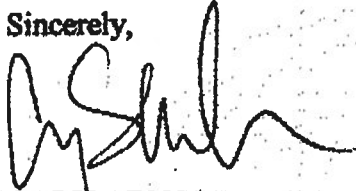
Office of Transportation Permits
California DOT Headquarters
P.O. Box 942874
Sacramento, CA 94274-0001

See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/permits/>.

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



GARY ARNOLD

District Branch Chief

Local Development – Intergovernmental Review

c: State Clearinghouse

Response to Comment Letter from California Department of Transportation

Thank you for your comments on the proposed project.

Response: According to the Caltrans Guide for the Preparation of Traffic Impact Studies, the following criterion is a starting point in determining when a Traffic Impact Study (TIS) is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS “C” or “D”).
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis:
 - a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
 - b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
 - c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Based on the anticipated construction period and trip generation:

- The proposed project would not generate over 100 peak hour trips assigned to a State highway facility; see Criteria 1 above.
 - The proposed project would not generate 50 to 100 peak hour trips assigned to a State highway facility that is experiencing noticeable delay, or approaching unstable traffic flow conditions (Level of Service [LOS] “C” or “D”); see Criteria 2 above.
 - The proposed project could generate 1 to 49 peak hour trips assigned to a State highway facility; see Criteria 3 above. However, based on the examples provided under Criteria 3 above, and based on the analysis provided in the Draft Initial Study/Proposed Mitigated Negative Declaration, as described in further detail below, the proposed project would
-

not affect State highway facilities experiencing significant delay, or unstable or forced traffic flow conditions (LOS “E” or “F”); would not significantly increase the potential risk for a traffic incident; and would not cause a change in local circulation networks that impact a State highway facility. Thus, based on Criteria 3 above, and the anticipated construction period and trip generation for the proposed project, a TIS would not be required for the proposed project.

As stated in Section 2, Project Description of the Draft Initial Study/Proposed Mitigated Negative Declaration, personnel, equipment, and imported materials are anticipated to access the project area via State Route (SR) 12, SR 29, SR 221, and Soscol Ferry Road. The construction labor force is estimated to average 3-5 persons over the construction period. A construction period of approximately eight months is planned for the project, beginning October, 2011 and ending in June 2012. Estimated work hours are from 7:30am to 4:00pm, Monday through Friday.

According to the Environmental Impact Report (EIR) for the Napa County General Plan (2007), existing conditions for SR 29 in the vicinity of the proposed project were operating at LOS C at the time of preparation of the EIR. LOS for SR 12 and 229 were not available in the vicinity of the proposed project, or were not analyzed in the Napa County General Plan EIR.

As stated in Section 3.16 Transportation/Traffic of the Draft Initial Study/Proposed Mitigated Negative Declaration, the effect of operation of the proposed project on transportation and circulation issues would be negligible. During operation of the proposed project, FOG deliveries would occur Mondays through Thursdays, and are estimated to be two to five per day. Pick up and delivery of FOG would take place within the County, and there are a limited number of service providers that currently offer FOG transport. Few, if any, additional vehicle trips would be associated with long-term maintenance under the proposed project. Construction would not affect roadway or transportation system features in the long-term, and the proposed project does not include any permanent design features that would present hazards to transportation systems. Construction-related traffic would be minimal since there would be minimal equipment needed for the project and the majority of the materials needed for the project would be pre-assembled prior to transport to the project site. Any increase in traffic resulting from project construction would be short term and temporary. Truck trips would seldom occur at the same time as employee commute trips, as employees must be at the project site to operate haul trucks and receive deliveries of materials. Thus, it is unlikely that commute and truck traffic would affect peak hour travel at any individual roadway intersection in the project area. Therefore, it is not anticipated that construction or operation of the proposed project would add sufficient trips to

local roadways to degrade levels of service below acceptable standards, result in significant short-term traffic impacts, or result in long-term traffic impacts.

