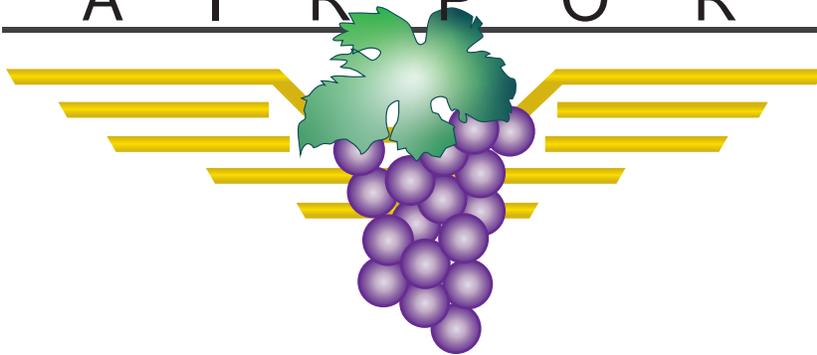


Initial Study and Mitigated Negative Declaration
for Terminal Area Redevelopment

NAPA COUNTY

A I R P O R T



Prepared by:

Coffman Associates
AIRPORT CONSULTANTS

August 2020





INITIAL STUDY



INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR TERMINAL AREA REDEVELOPMENT

Prepared for

NAPA COUNTY AIRPORT
Napa County, California

Prepared By
Coffman Associates, Inc.



August 2020



INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR TERMINAL AREA REDEVELOPMENT

Napa County Airport

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INTRODUCTION

This Initial Study (IS) evaluates the potential environmental effects of proposed redevelopment of the existing terminal area of Napa County Airport (Proposed Project). Napa County Airport (APC or airport) is a public, general aviation (GA) airport located in the southern part of Napa County (county) approximately 2.2 miles northwest of the City of American Canyon and five miles south of the City of Napa. Regional access to the airport is available from State Highway 29/12 via Airport Boulevard (**Exhibit 1**).

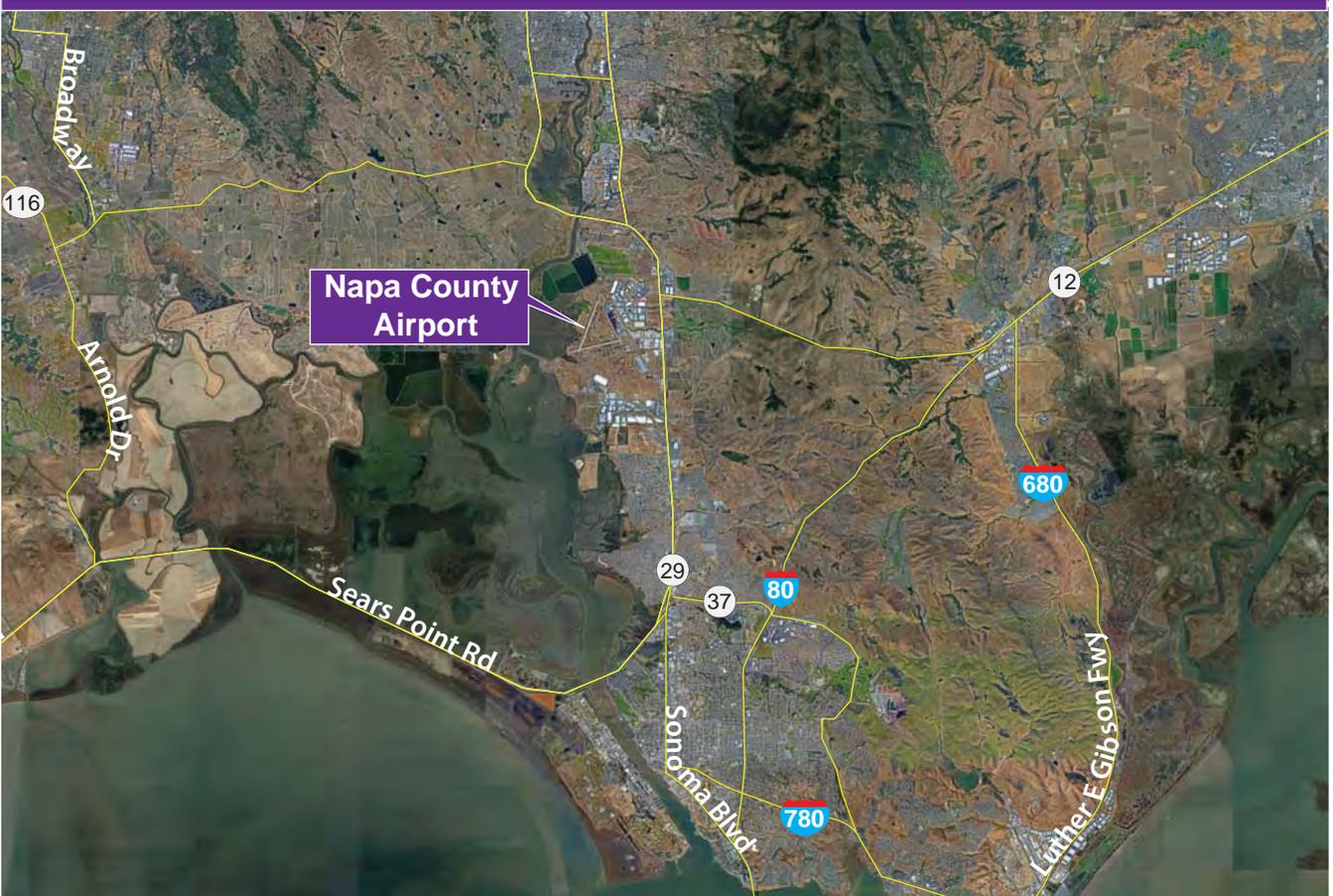
The proposed redevelopment is intended to increase the apron area and provide for new terminal and hangar facilities for use by up to two fixed base operators (FBOs). This document was prepared pursuant to the *California Environmental Quality Act* (CEQA) (Public Resources Code [PRC], §21000 et seq.) and adopted CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter Three). It has also been prepared in accordance with Napa County's *Local Procedures for Implementing the California Environmental Quality Act*, revised February 2020. Napa County is the "lead agency" for this project (CEQA Guidelines, §15367) and will determine the appropriate level of CEQA documentation based on the information presented in this report.

This report is comprised of the following sections:

- Project Description
- Environmental Factors Potentially Affected
- Environmental Impacts and Basis of Conclusions
- Evaluation of Environmental Impacts
- Environmental Issues Checklist (including Mandatory Findings of Significance)¹
- List of Document Preparers
- Agencies and Websites Consulted
- References Cited

An explanation is provided for all responses contained in the Environmental Issues Checklist, including determinations of "No Impact" or "Less than Significant Impact." For every determination of "Less than Significant with Mitigation Incorporated," a description of the proposed mitigation measure(s) is included. No "Potentially Significant Impacts" that cannot be fully mitigated have been identified. A mitigation monitoring and reporting program (MMRP) will be necessary if the County Board of Supervisors, as the decision-making body, approves the Proposed Project.

¹ Because there have been recent changes in the CEQA Guidelines, the Environmental Issues Checklist uses the most current version of Appendix G of the CEQA Guidelines, rather the county's *Local Procedures for Implementing the: California Environmental Quality Act*, Appendix C.



PROJECT DESCRIPTION

1. Project Title

Terminal Area Redevelopment Project

2. Property Owner

Napa County
1195 Third Street, Suite 310
Napa, CA 94559

3. County Contact Person, Phone Number, and Email:

Greg Baer, MPA, Airport Manager
Napa County Airport
(707) 253-4665
Greg.Baer@countyofnapa.org

4. Project Location and APN:

Napa County Airport - Terminal Area
Napa, California
APN: 057050009000

5. Project Sponsor's Name and Address

Napa County Airport
2030 Airport Road
Napa, CA 94558

6. General Plan Description

The existing airport, including the Proposed Project area, is designated as "Public-Institutional" on the Napa County General Plan Land Use map (Napa County 2009, Figure AG/LU-3: Land Use Map).

7. Zoning

Zoning on the airport is AV:AC (Airport: Airport Compatibility) (Napa County 2015).

8. Background/Project History

Airport Background

Napa County Airport is one of two public airports in the county. The GA facility provides a base of operations for local pilots, air access to Napa and the surrounding areas and businesses, flight training and related activities, and emergency access for the community. The airport is classified as a public use, regional, reliever airport in the *2019-2023 National Plan of Integrated Airport Systems (NPIAS)* (Federal Aviation Administration [FAA] 2018b).

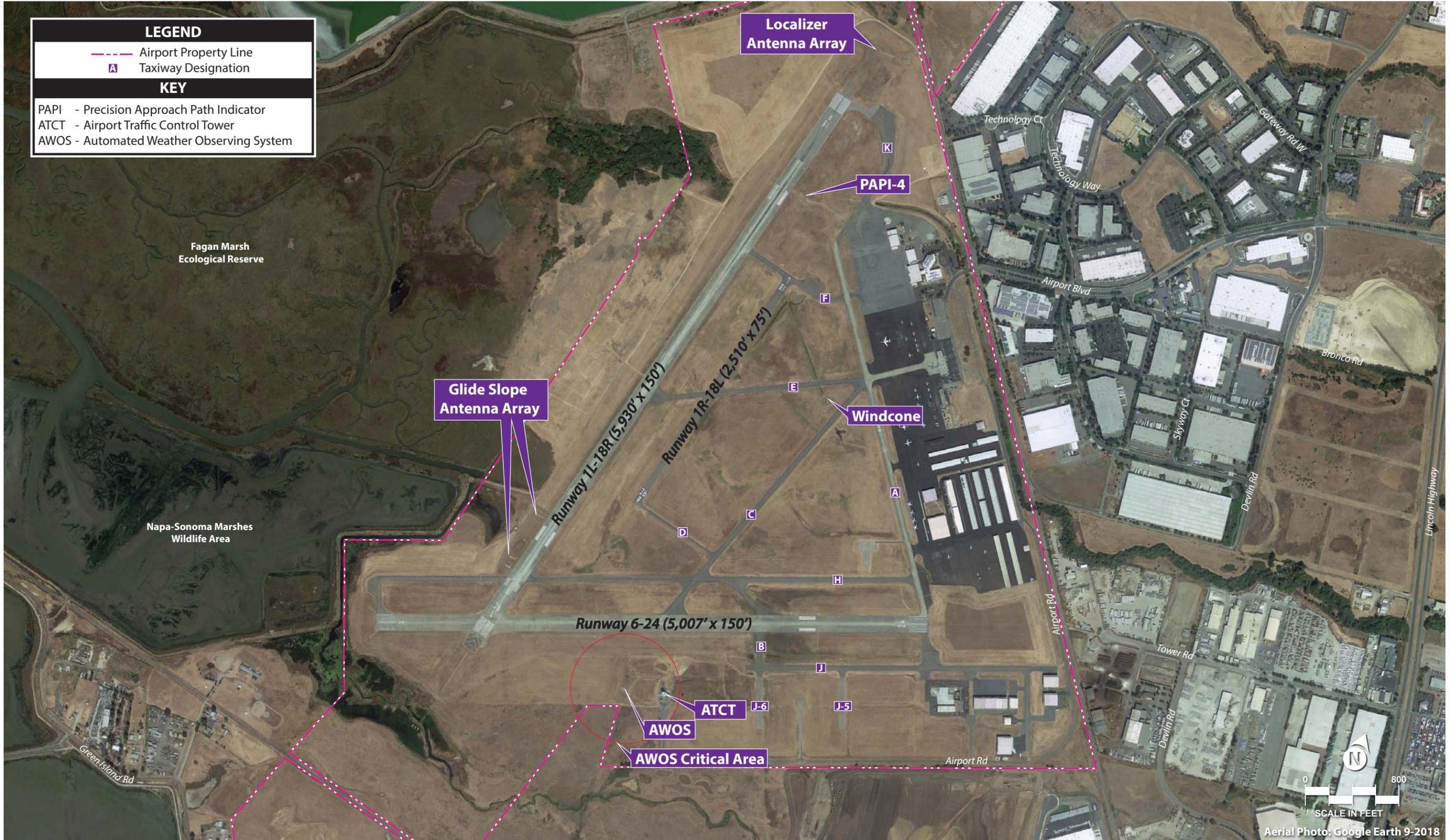
The airport has three runways (**Exhibit 2**):

- Runway 1L-19R is 5,930 feet (ft) long, 150 ft wide, and has a precision instrument approach with visibility minimums as low as $\frac{3}{4}$ -mile (Runway 1L).
- Runway 6-24 is 5,008 ft long, 150 ft wide, and has a non-precision instrument approach with visibility minimums as low as 1-mile (Runway 6). This runway often serves as a crosswind runway for the critical design aircraft.²
- Runway 1R-19L is 2,510 ft long, 75 ft wide, and is a visual runway. This runway is designed for use by small aircraft.

Both Runways 1L-19R and 1R-19L are oriented in a northeast/southwest direction. Runway 6-24 is oriented generally east/west. The GA terminal area is east of the airfield with vehicular access from Airport Road.

The current airport design aircraft for Napa County Airport is classified as D-III-2. The critical design aircraft is classified by three parameters: Aircraft Approach Category (AAC), Airplane Design Group

² The critical design aircraft is used to identify the design parameters for an airport and is defined as the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is defined as 500 annual operations, excluding touch-and-go operations. Although an aircraft that exceeds the design criteria of an airport may still use the airport, it is not the usual practice to base the airport design on an aircraft that uses the airport infrequently.



LEGEND	
	Airport Property Line
	Taxiway Designation
KEY	
PAPI	- Precision Approach Path Indicator
ATCT	- Airport Traffic Control Tower
AWOS	- Automated Weather Observing System

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(ADG), and Taxiway Design Group (TDG), which are reported in the following order - AAC-ADG-TDG.³ The airport currently experiences operations by three types of large business jets, which, as a group, meet the 500-operations threshold for each element of the critical aircraft determination (**Table 1**). The future airport design aircraft is planned to remain as D-III-2.⁴

TABLE 1
Design Aircraft Summary
Napa County Airport

Aircraft Type	AAC	ADG	TDG	2018 Operations
Gulfstream 500/600	D	III	2	380
Gulfstream 450	D	II	2	382
Global Express	B	III	2	132
Summary				
Total AAC D				762
Total ADG III				512
Total TDG 2				894

Source: Coffman Associates 2020
AAC = Aircraft Approach Category
ADG = Airplane Design Group
TDG = Taxiway Design Group

Airport Operations and Forecast Growth

Updated aviation demand forecasts were completed for the airport in November 2019 (generally using a base year of 2018).⁵ These forecasts were reviewed by FAA and approved on May 18, 2020. According to the forecast report, there are 167 verified based aircraft at the airport with a mix of aircraft comprised of 137 single engine pistons, 4 multi-engine pistons, 10 turboprops, 11 business jets, and 5 helicopters. Based aircraft are forecast to increase from 167 in 2018 to 194 by 2038 for an annual growth rate of 0.75 percent (Coffman Associates 2020).⁶

³ Aircraft Approach Category (AAC): The AAC generally refers to the approach speed of an aircraft in landing configuration (operational characteristics). The higher the approach speed, the more restrictive the applicable design standards, which are depicted by a letter A through E.

Airplane Design Group (ADG): The ADG, depicted by a Roman numeral I through VI, is a classification of aircraft which relates to aircraft wingspan or tail height (physical characteristics). When the aircraft wingspan and tail height fall in different groups, the higher group is used.

Taxiway Design Group (TDG): A classification of airplanes based on outer-to-outer, main gear width and cockpit to main gear distance. The TDG relates to the undercarriage dimensions of the design aircraft. The TDG is classified by an alphanumeric system: 1A, 1B, 2, 3, 4, 5, 6, and 7.

⁴ Since almost no aircraft larger than a D-III are anticipated to use the airport in the future (based on the FAA-approved forecasts), the airport design aircraft would remain as D-III-2, i.e., no change in the critical design aircraft is planned.

⁵ Per FAA guidance, aviation demand forecasts are “unconstrained.” An unconstrained forecast means the projected growth could only happen if other factors such as new hangar space being made available. Thus, future FBO hangars are considered part of the unconstrained growth.

⁶ The forecast was prepared before COVID-19 became prevalent. There may be a future evaluation of the forecast data depending on the timeline for future proposed development implementation.

Based on the airport traffic control tower counts, the airport had 28,654 itinerant and 15,307 local operations in 2018. Itinerant operations are associated with aircraft arriving from or departing to another airport; local operations are associated with training activity or touch-and-go activity.

Air taxi operations are included in the overall itinerant operations. Air taxi operations are those that provide “on-demand” or “for-hire” transportation of persons or property via aircraft with fewer than 60 passenger seats. Air taxi includes a broad range of operations, including some smaller commercial service aircraft, some charter aircraft, air cargo aircraft, many fractional ownership aircraft, and air ambulance services. The approved forecast also included itinerant and local military operations for every year.

The approved airport operational forecast for 5 years, 10 years, and 20 years from the base year 2018 (i.e., 2023, 2028, and 2038) is shown in **Table 2**. Total operations are forecast to increase from 50,489 in 2018 to 55,680 by 2038, which is an annual growth rate of 0.49 percent.

TABLE 2
Total Operations 20-Year Forecast
Napa County Airport

Year	Local Operations ^a			Itinerant Operations ^b				Grand Total
	General Aviation	Military	Total	General Aviation	Air Taxi	Military	Total	
2018	15,307	415	15,722	28,564	5,839	364	34,767	50,489
2023	15,468	433	15,901	28,911	6,470	332	35,713	51,614
2028	15,632	433	16,065	29,196	7,375	332	36,903	52,968
2038	15,963	433	16,396	29,768	9,184	332	39,284	55,680
CAGR	0.21%	0.21%	0.21%	0.21%	2.29%	-0.46%	0.61%	0.49%

Source: Coffman Associates 2020

^a Local operations are those that operate in the local traffic pattern or within sight of the airport; are known to be departing for, or arriving from, flight in the local traffic practice areas located within a 20-mile radius of the airport; or execute simulated instrument approaches or low passes at the airport (Title 14 Code of Federal Regulations [CFR] §170.3 - Definitions).

^b Itinerant operations are all operations other than local operations. Operations are defined as one takeoff or landing.

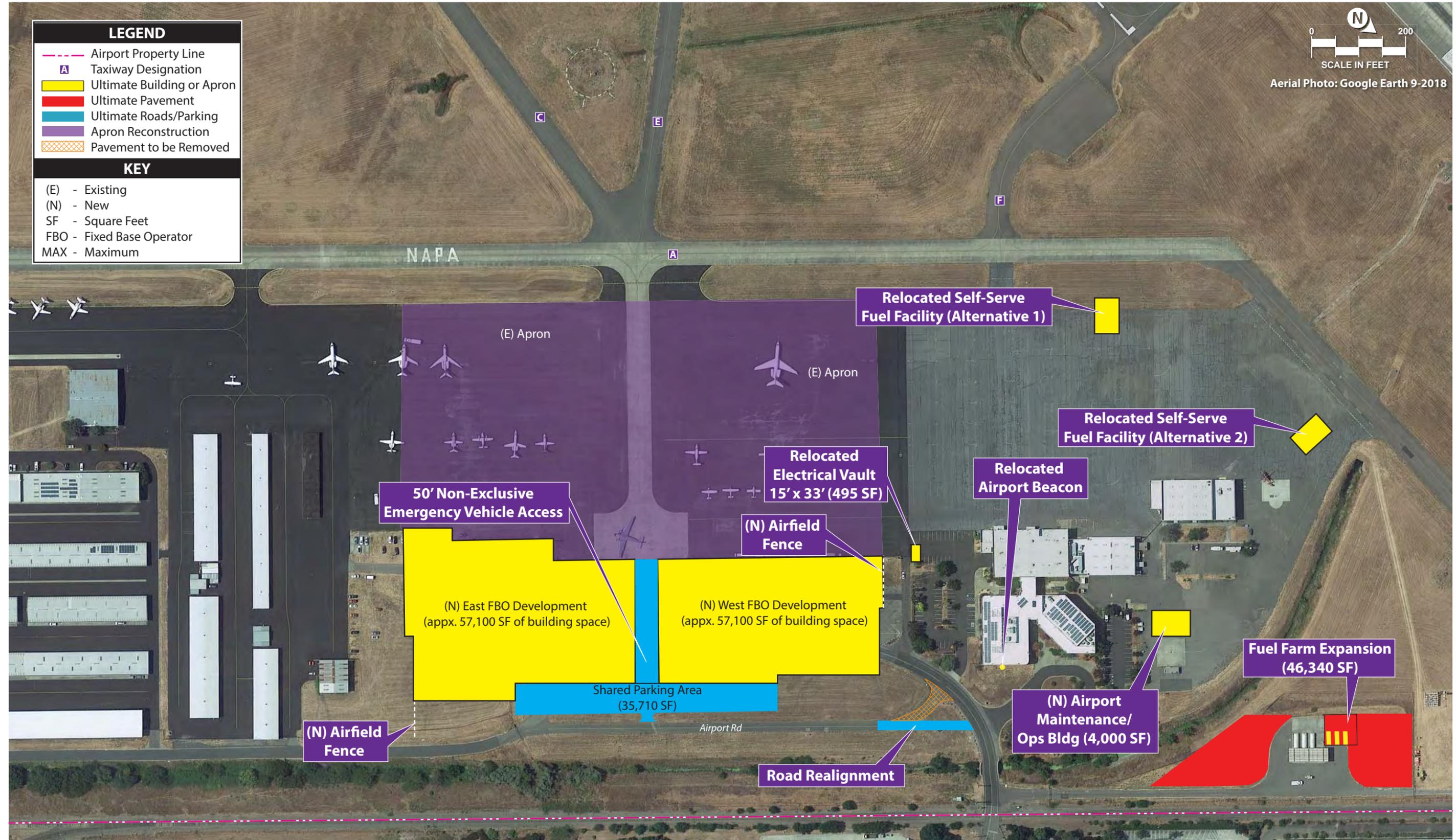
CAGR = Compound Annual Growth Rate

9. Description of Project

Proposed Project Description

The Proposed Project is the redevelopment of approximately 24 acres of the existing GA terminal area of the airport (**Exhibit 3**). It will increase the aircraft apron area, set aside area for up to two FBO development areas, which may include terminals, maintenance facilities, and hangars, and include a shared vehicular parking area. An expansion of the existing fuel farm on the north end of the airport is also included in the project. The existing airfield lighting vault, beacon, and AvGas (100 LL) self-serve fuel area will be relocated. Approximately 12 acres of existing apron located between the FBO development areas and the airfield will be reconstructed once FBO development is completed.

The Proposed Project also includes the realignment of Airport Road east of the vehicular parking lot. Currently, Airport Road (which begins, or transitions from Airport Boulevard at the railroad crossing) is



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a divided roadway east of the existing terminal building, with a bypass road bending to the northwest and connecting back into Airport Boulevard. The Proposed Project will realign Airport Road by removing the bend and creating a straight road segment. The road realignment is depicted on **Exhibit 3**.

The existing terminal building and seven additional buildings or structures (approximately 27,500 square feet [sf]) will be demolished and/or relocated to provide sufficient development area (**Exhibit 4**). **Table 3** provides information on the buildings or structures to be removed. (The building numbers refer to numbers on the airport layout plan [ALP].)

TABLE 3
Buildings/Structures to be Demolished or Relocated

Building No. (refer to Exhibit 4) and Type	Estimated Date of Construction	Use	Square Feet (sf)
#14: T-Hangars (demolished)	1945-1947	6 hangars; 2 storage units	6,300 sf
#21: FBO Shop Building (demolished)	1952-1958	FBO general maintenance	400 sf
#22: FBO (demolished)	1945-1947	lobby, flight planning room; of-fices, conference room	5,100 sf
#23: General Aviation Terminal (demolished)	1953	terminal lobby, public restrooms, restaurant, flight school, airport administrative office, conference room	13,000 sf
#24: Electric Vault (relocated)	1947-1952	co-located with beacon mast	360 sf
#25: Equipment Building (demolished)	1958-1968	airport maintenance shop, of-fices, storage	1,008 sf
#26: Equipment Building (demolished)	1968-1982	airport maintenance, tractor stor-age, general storage	640 sf
#28: Fuel Island (relocated)	2004	self-serve fuel - 100 Low Lead (LL)	700 sf
Total Square Feet to be Removed			27,508 sf

Source: SWCA 2020

Napa County has issued a Request for Proposal (RFP) for Fixed Base Operator Services (RFP No. AIRPA001), which depicts two 10-acre, side-by-side areas available for FBO development. Since the actual development proposals have not yet been selected, this Initial Study assumes a maximum amount of building development based on a preliminary design concept report prepared using the airport’s existing GA Minimum Standards and other design standards applicable to the project (Mead and Hunt 2020).⁷

Proposed Project Grading and Drainage

Based on preliminary grading plans, the Proposed Project will require a net amount of approximately 3,500 cubic yards (cy) of fill material for the entirety of the redevelopment area. Approximately 136,000

⁷ Based on the buildout assumptions in the design concept report and on conversations with airport management, this Initial Study assumes the following buildout for up to two FBO areas: one FBO with 57,100 sf of combined office/lobby/hangar/restaurant space (assumes a 10,000-sf restaurant); and one FBO with 57,100 sf of combined office/lobby/hangar space (without a restaurant) to evaluate the project in terms of emissions, energy demand, greenhouse gases, and solid waste generation.

sf of pavement (3 inches deep) will be removed prior to regrading of the apron and building areas. (For the purposes of grading design analysis and quantity estimates, a pavement section for aircraft under 100,000 pounds was selected based on previous projects at the airport and the existing fleet mix. Accordingly, the pavement section for the apron area will be 4 inches of asphalt pavement, 11 inches of crushed aggregate base course, and 12 inches of lime-treated subgrade.)

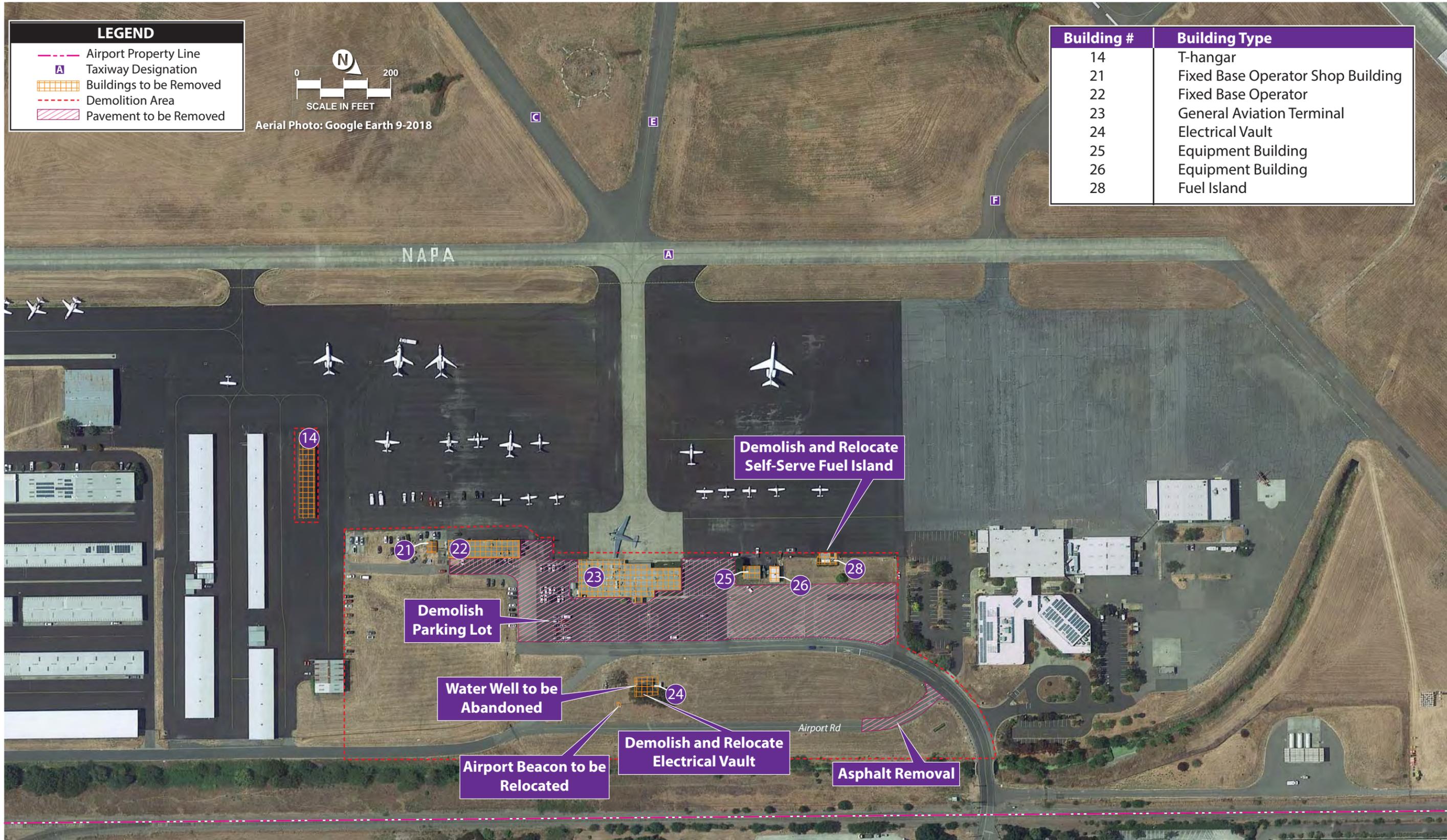
The slope of the proposed apron pavement in front of the FBO development areas is assumed to be 1.5 percent (**Exhibit 5**). This grade will be required to place the hangars high enough to ensure the shared parking area on the landside of the FBO development areas can be drained away from the buildings. The proposed redevelopment area is comprised of three catchment areas (**Exhibit 6**). Those catchment areas are roughly defined as follows (Mead and Hunt 2020):

- Apron Catchment Area A is comprised of the balance of the southern portion of the existing apron, plus the existing FBO building and FBO shop. The area is drained via catch basins in the apron. This area, roughly 206,050 sf, drains to the airfield infield area.
- Apron Catchment Area B is comprised of a just over half of the existing apron (northern portion), plus the existing terminal, self-serve fuel island, landside parking, Airport Road, airfield lighting vault, and much of the turf areas east of the redevelopment area. The area is drained via numerous catch basins across the landside and three catch basins in the apron. This area, approximately 652,705 sf, outfalls into the northern area of the airfield infield area.
- Fagan Creek Catchment Area C is comprised of a small area of turf between the two roads east of the existing terminal area, as well as a portion of Airport Road. This area, roughly 8,040 sf, drains to a single catch basin that outfalls directly into Fagan Creek via an 18-inch reinforced concrete pipe.

The airport’s existing landside terminal area currently has eight catch basins that are not aircraft-rated and are of various age and condition. These will be removed to construct the new apron area.

Specific to drainage, the proposed redevelopment project will increase the overall impervious drainage area by 176,600 sf. This increase is driven by the new apron area, FBO development areas, and shared parking area. Because an increase in impervious surfaces will occur, a bioretention area is required by the Bay Area Stormwater Management Agencies Association’s (BASMAA) Post-Construction Manual.⁸ The bioretention area is required to be four percent of the overall impervious area (i.e., 6,400 sf).

⁸ BASMAA’s Post-Construction Manual is a project requirement guide for National Pollutant Discharge Elimination System (NPDES) permitting. Napa County has adopted the BASMAA standards and encourages low impact development (LID) concepts with development. The existing and planned stormwater systems at the airport are classified as municipal separate storm sewer systems (MS4s). Napa County requires specific features and facilities be included in development plans as conditions of issuing approvals and permits for projects. Those features and facilities are intended to control pollutant sources; control runoff volumes, rates, and durations; and treat runoff before discharge from the site. Given the additional impervious drainage areas being proposed as part of this redevelopment, BASMAA’s Post-Construction Manual will apply accordingly.



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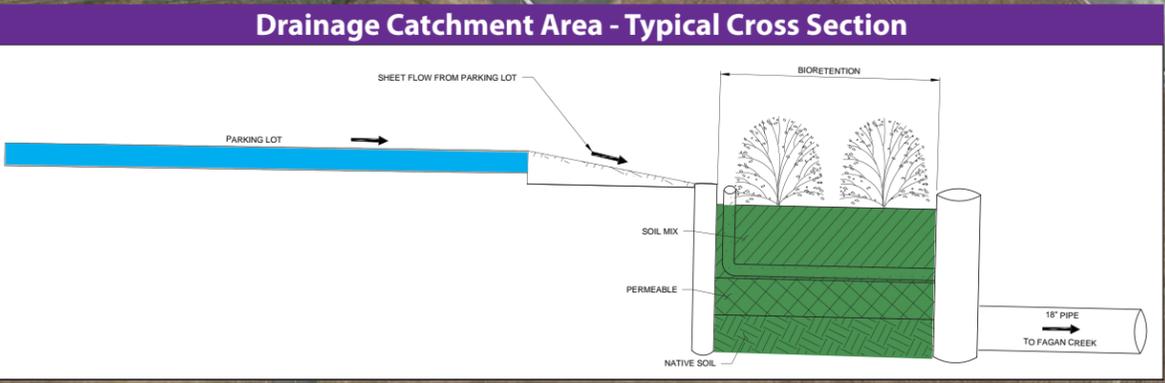


LEGEND

- Airport Property Line
- A Taxiway Designation
- Ultimate Building or Apron
- Ultimate Roads/Parking
- Bioretention Area
- Storm Drain
- 18" Storm RCP
- Catch Basin

KEY

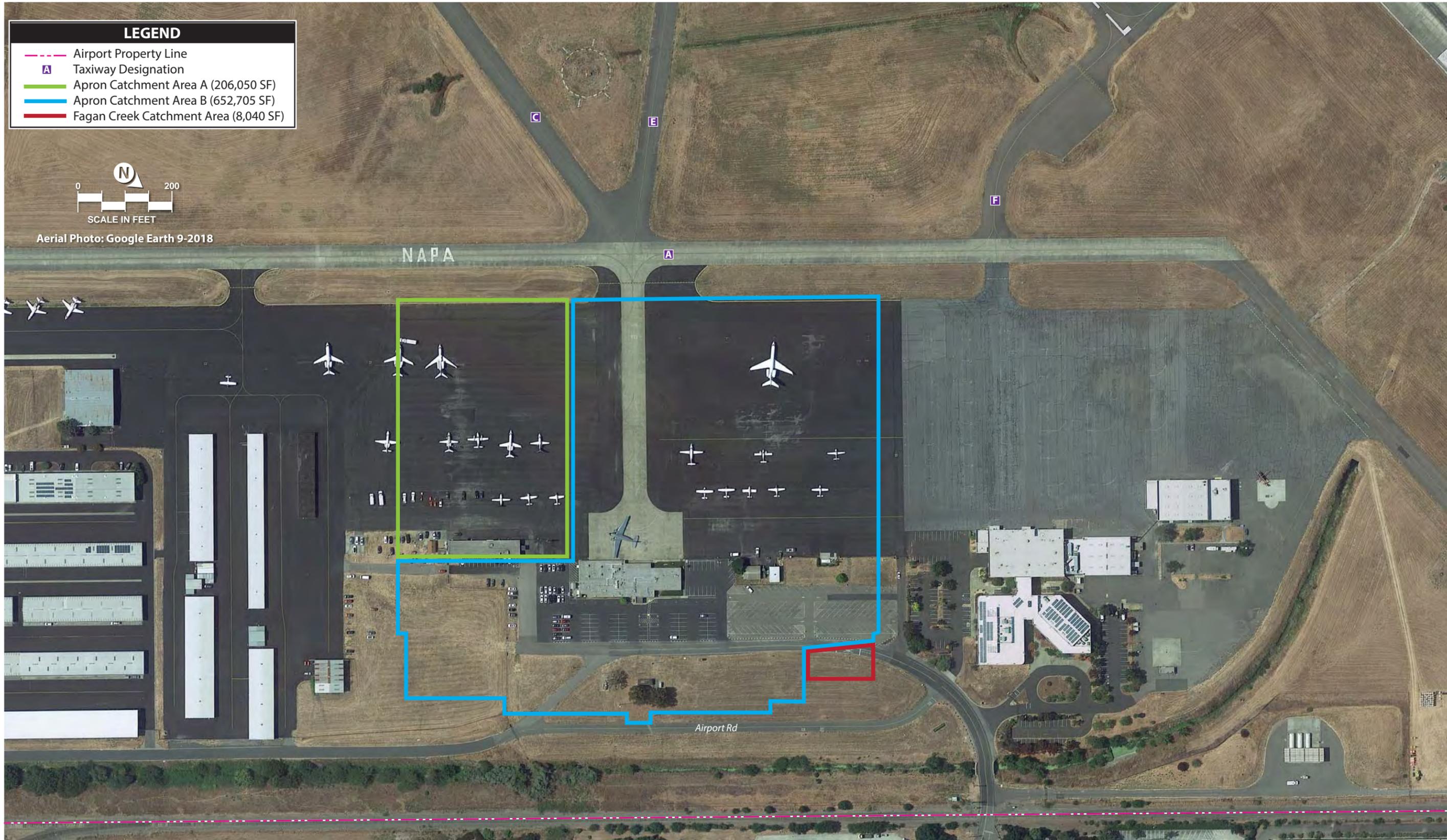
- (N) - New
- SF - Square Feet
- FBO - Fixed Base Operator
- RCP - Reinforced Concrete Pipe
- MAX- Maximum
- E - Existing



SCALE IN FEET

Aerial Photo: Google Earth 9-2018

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For the new apron, surface drainage to the west away from the hangar/terminal area and toward the existing catch basins will occur. The existing apron area catchments will be extended into the new apron accordingly. For the buildings and parking area, stormwater drainage will be conveyed to the Fagan Creek catchment area. The parking area, as well as all turf between the redevelopment area and the remaining road, will drain to the Fagan Creek catchment area via surface drainage to the bioretention facility. Any overflow will proceed to Fagan Creek via a closed drainage system. Additional stormwater detention may be required to limit flows into Fagan Creek.

Proposed Project Utilities and Other Facilities

Existing underground airfield electrical, sewer lines, water lines, stormwater lines, fiber optic, and non-airfield electrical lines are located within the Proposed Project footprint and will be relocated (**Table 4**). Any abandoned utilities found, or encountered, within the project limits during the excavation processes will be removed or abandoned in place.

**TABLE 4
Utility Construction**

Type of Utility Infrastructure	Quantity
Airfield Electrical	1,325 lf
Stormwater	1,945 lf
Sanitary	1,095 lf
Electrical/Communication	2,720 lf

Source: Mead and Hunt 2020
lf = linear feet

The existing airfield electrical vault, generator, and beacon are also within the Proposed Project footprint and will be relocated (**Exhibit 7**). The new airfield electrical vault will be placed in the southwest corner of the 2000 Airport Road facility. The beacon will be located along the eastern side of the same facility. The electrical homerun for Runway 6-24, which currently runs through the proposed redevelopment site, will be relocated to the new vault location. The new airfield electrical vault will also require a new connection to the Runway 1L-19R homerun that currently has its alignment to the northeast of the building. These new connections to the airfield lighting homeruns are shown on **Exhibit 7**. The relocated airfield electrical vault will have communications and non-airfield electrical connection to power the building and connections coming into the building.

The existing self-serve fuel island is located within the Proposed Project footprint and will require relocation. There are two alternative locations for the proposed self-serve fuel island. These locations are located outside of the aircraft wingtip clearance of a Boeing Business jet taxiing from Taxiway K to Taxiway A to the transient parking area on the existing apron. Either of the self-serve fuel island locations will require a new primary electrical service feed and communication lines to the facility. The electrical and communication lines will be trenched through the turf area between Taxiway A and the transient parking ramp, and then run parallel to the Runway 1L-19R homerun and connect to the new airfield electrical vault. Another option is to relocation the Runway 6-24 homerun within Airport Road.

An expansion of the existing fuel farm on the north end of the airport is also necessary to complete the Proposed Project. In order to accommodate additional FBO development and to comply with the GA Minimum Standards, a 45,100-sf area has been reserved north and south of the existing facility for a minimum of two 20,000-gallon jet fuel tanks, one 10,000-gallon Avgas tank, and backup power. The area will be paved with asphalt and utilize the existing electrical and communication services (**Exhibit 8**). Since any additional pavement in the fuel farm area will increase the impervious drainage of the area, the developer may be required to meet further BASMAA requirements in this area depending on the additional impervious drainage added.

Proposed Project Construction and Phasing

The Proposed Project is anticipated to take approximately 20 months, beginning May 2021. The schedule assumes that redevelopment will occur across the full project site. The redevelopment portion of the project will take approximately 16.3 months and can be generally divided into six phases: demolition, site preparation, grading, building construction, paving, and painting/building finishing. The airport engineer has conducted a preliminary review of the project area to determine the number of weeks each phase is anticipated to take (**Table 5**).

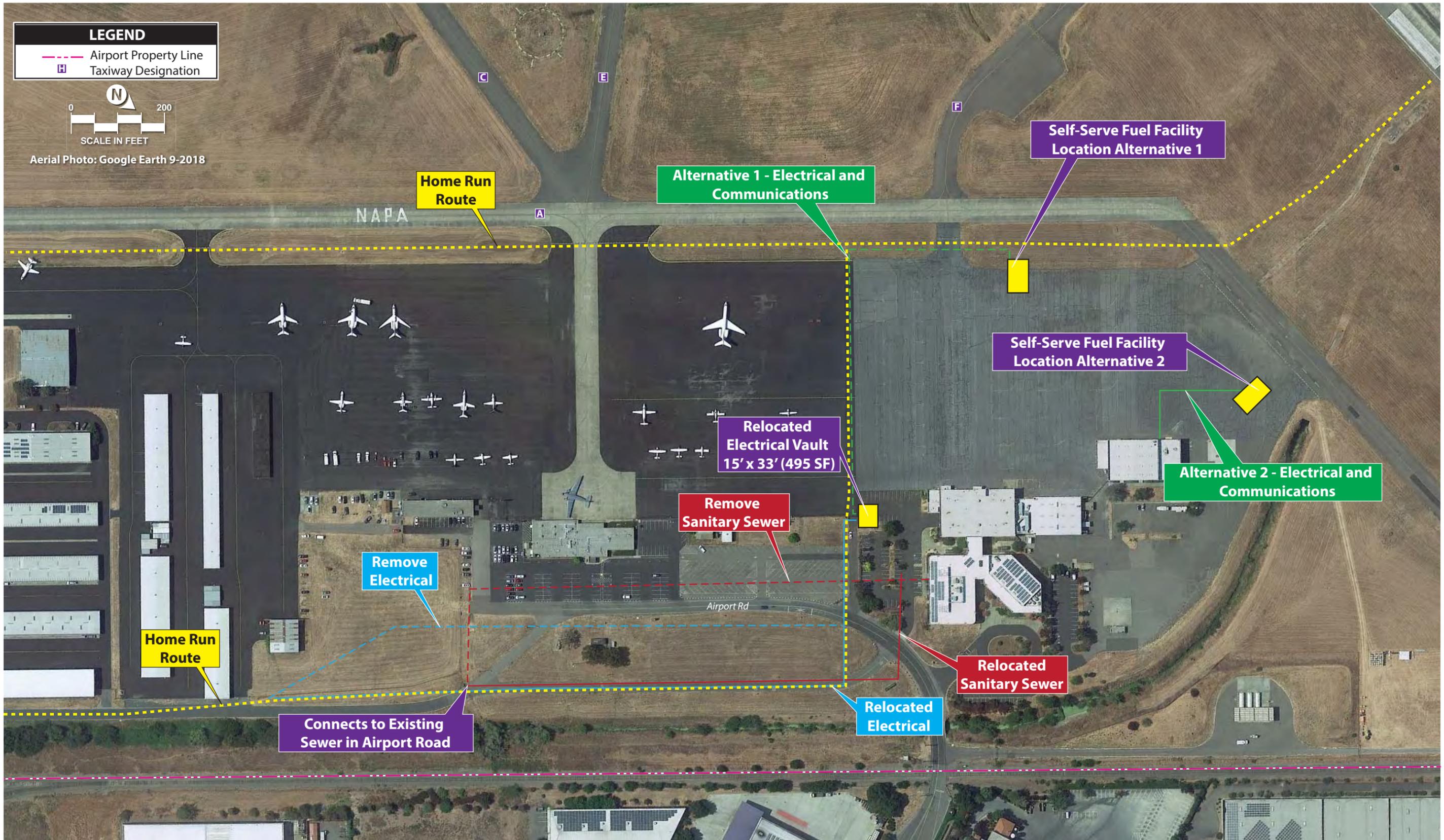
**TABLE 5
Redevelopment Project Timeline**

Project Phase	Total Weeks	Phase Start Date*	Phase End Date
Demolition	5	May 3, 2021	June 2, 2021
Site Preparation	1	June 7, 2021	June 11, 2021
Grading	6	June 14, 2021	July 23, 2021
Building Construction	43	July 26, 2021	May 20, 2022
Paving	12	May 23, 2022	August 12, 2022
Painting/Building Finishing	4	August 15, 2022	September 9, 2022
Total Weeks	71		
Total Months	16.3		

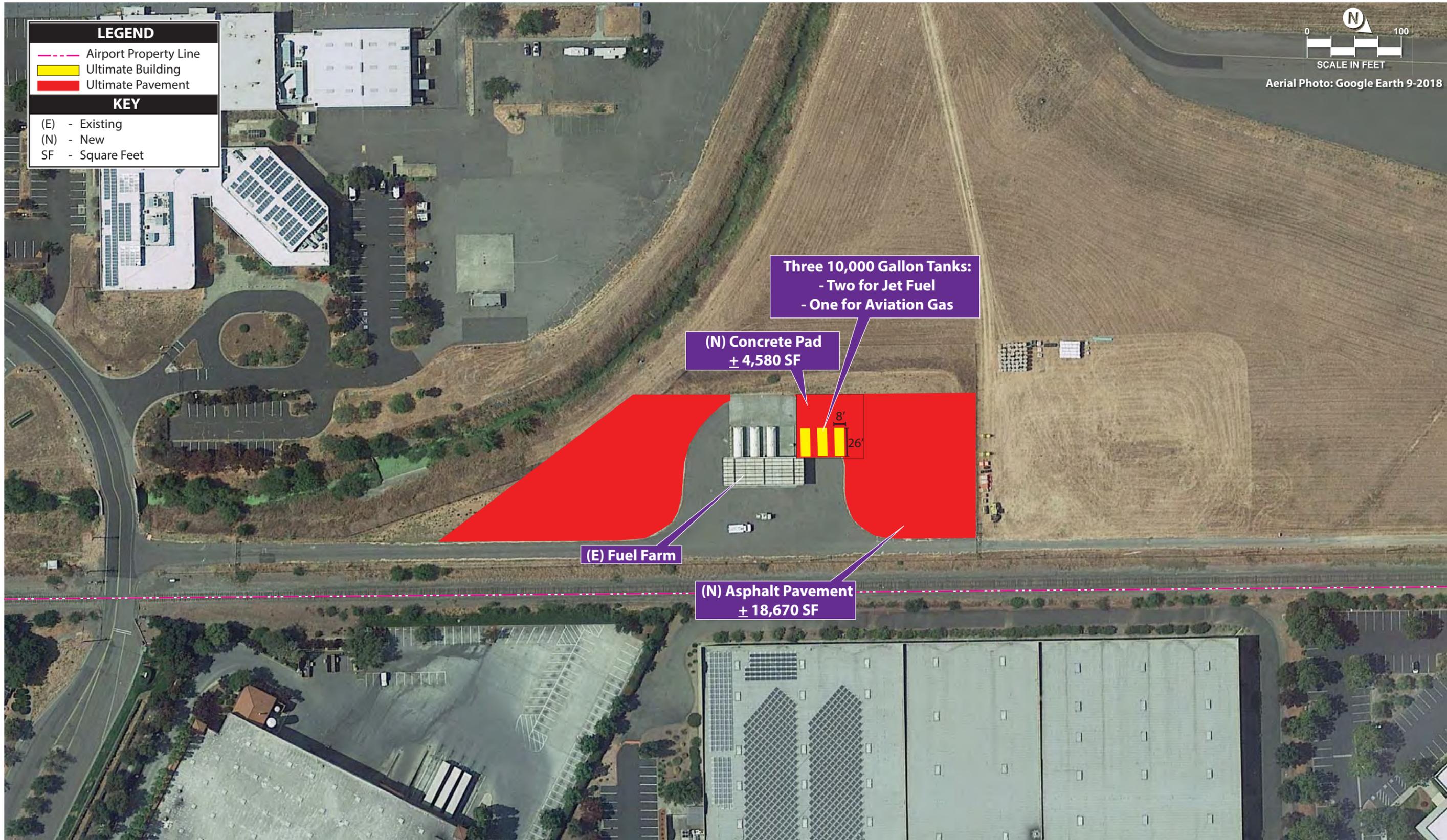
Source: Mead and Hunt 2020

* Dates are projected only and subject to change

- **Demolition Phase.** The demolition phase is anticipated to take approximately five weeks to complete. During this phase, the existing general aviation terminal, T-hangars, FBO building, electrical vault, two equipment buildings, and existing utility infrastructure will be removed (approximately 26,448 sf of demolition).
- **Site Preparation.** Pavement demolition will be conducted during site preparation, which is anticipated to take one week to complete. The total amount of pavement to be removed will be approximately 1,259 cy. The existing depth of the pavement is three inches.
- **Grading.** Site grading to the Proposed Project will include excavation and importing 3,478 cy of fill material. This phase is anticipated to be completed in six weeks.



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LEGEND

- Airport Property Line
- Ultimate Building
- Ultimate Pavement

KEY

- (E) - Existing
- (N) - New
- SF - Square Feet



Aerial Photo: Google Earth 9-2018

Three 10,000 Gallon Tanks:
- Two for Jet Fuel
- One for Aviation Gas

(N) Concrete Pad
± 4,580 SF

8'
26'

(E) Fuel Farm

(N) Asphalt Pavement
± 18,670 SF

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- **Building Construction.** Three new aviation-related buildings and the installation of utility infrastructure are proposed to be constructed, which will be approximately 118,200 sf, or an increase of 91,752 sf increase of building area at the airport. Building construction is anticipated to take approximately 43 weeks to complete.
- **Paving.** The paving will include a new shared parking lot for the FBO development areas, new apron, and paving for the new expanded fuel farm. Approximately 234,000 sf of pavement will be required to complete this portion of the project, increasing the impervious area by 176,600 sf at the airport. This phase of the Proposed Project is anticipated to take 12 weeks.
- **Painting/Building Finishing.** The final phase of the redevelopment effort will be finishing the buildings, including interior/exterior painting and parking lot/apron striping. The painting/finishing phase is anticipated to be completed in four weeks.

By 2023, reconstruction of the existing apron within the Proposed Project will be undertaken. The construction timeframe for this portion of the Proposed Project is anticipated to take approximately three months (**Table 6**). The total amount of pavement to be removed will be approximately 5,023 cy. The existing depth of the pavement is three inches.

TABLE 6
Apron Reconstruction Project Timeline

Project Phase	Total Weeks	Phase Start Date*	Phase End Date
Demolition	4	July 24, 2023	August 18, 2023
Site Preparation	2	August 21, 2023	September 1, 2023
Paving	4	September 4, 2023	September 29, 2023
Apron Painting/Finishing	4	October 2, 2023	October 27, 2023
Total Weeks	16		
Total Months	3		

Source: Mead and Hunt 2020

* Dates are projected only and subject to change

10. Environmental Setting and Surrounding Land Uses

Land uses on the airport consist primarily of airport-related uses. As shown on **Exhibit 9**, the Proposed Project area is already developed with aircraft apron, the buildings and structures previously listed in **Table 3**, and areas vegetated with grasses. This ruderal annual grassland is mowed frequently and supports a weedy, mostly annual flora. Airport Road and vehicular parking areas are also present.

Fagan Creek is located immediately east of the Proposed Project area. In 1942 Fagan Creek was rerouted and configured by the Army into its current configuration. It is generally a trapezoidal channel with very steep side slopes (2:1 or steeper) and contains an inset bench and a low flow channel. Portions of the creek support riparian vegetation (woody hydrophytes), mostly willow (*Salix laevigata* and *S. exigua*), Fremont cottonwood (*Populus fremontii*) and northern black walnut (*Juglans hindsii*). The creek receives urban runoff and is presumed wet year-round. It supports a wetland plant community near the water (Salix Consulting, Inc. 2020).

The airport is 0.84 miles west of State Route 29 and approximately 2.2 miles northwest of the City of American Canyon. Adjacent to, and to the east of the Airport are two commercial/industrial parks consisting of a mix of commercial, office, and light-industrial uses that are zoned I:AC (Industrial: Airport Compatibility combination district), IP:AC (Industrial Park: Airport Compatibility combination district), and GI:AC (General Industrial: Airport Compatibility combination district) (**Exhibit 10**) (Napa County 2015).

Land north of the airport is owned by the Napa Sanitation District and zoned AW:AC (Agricultural Watershed: Airport Compatibility combination district). The area closest to the airport is comprised of four water filtration ponds associated with the wastewater treatment facility located just north of the water filtration ponds.

West of the airport is the Fagan Marsh Ecological Reserve/State Marine Park and the Napa-Sonoma Marshes Wildlife Area. The marshes are part of a larger network of baylands, tidal sloughs, and wetland habitat north of San Francisco supporting diverse wildlife.

Land south of the airport is in the City of American Canyon, which includes a combination of undeveloped land, light-industrial land use, and office. Zoning south of the airport is a combination of I:AC, IP:AC, and GI:AC zoning districts (**Exhibit 10**).

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

Agency	Approval Required
Federal Aviation Administration	Unconditional Approval of proposed changes to the ALP; Determinations ensuring compliance with applicable federal regulations related to airport safety and funding; Verification of compliance with the <i>National Environmental Policy Act</i> (NEPA).
San Francisco Bay Regional Water Quality Board	Update to the applicable National Pollutant Discharge Elimination System (NPDES) General Industrial Permit (2014-0057-DWQ); Issuance of a NPDES General Construction Permit.
County of Napa	Issuance of demolition, grading, and building permits.
City of American Canyon	Issuance of a “will serve” letter for potable water service.
Napa Sanitation District	Issuance of a “will serve” letter for sewer service.

12. Have California American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) §21080.3? If so, has consultation begun?

The California Native American Heritage Commission (NAHC) was contacted in March 2020 to perform a records search of the Sacred Lands File (SLF) for the airport, which produced one positive result and a list of tribes with potential knowledge of cultural resources in the general area (**Appendix A**).

LEGEND

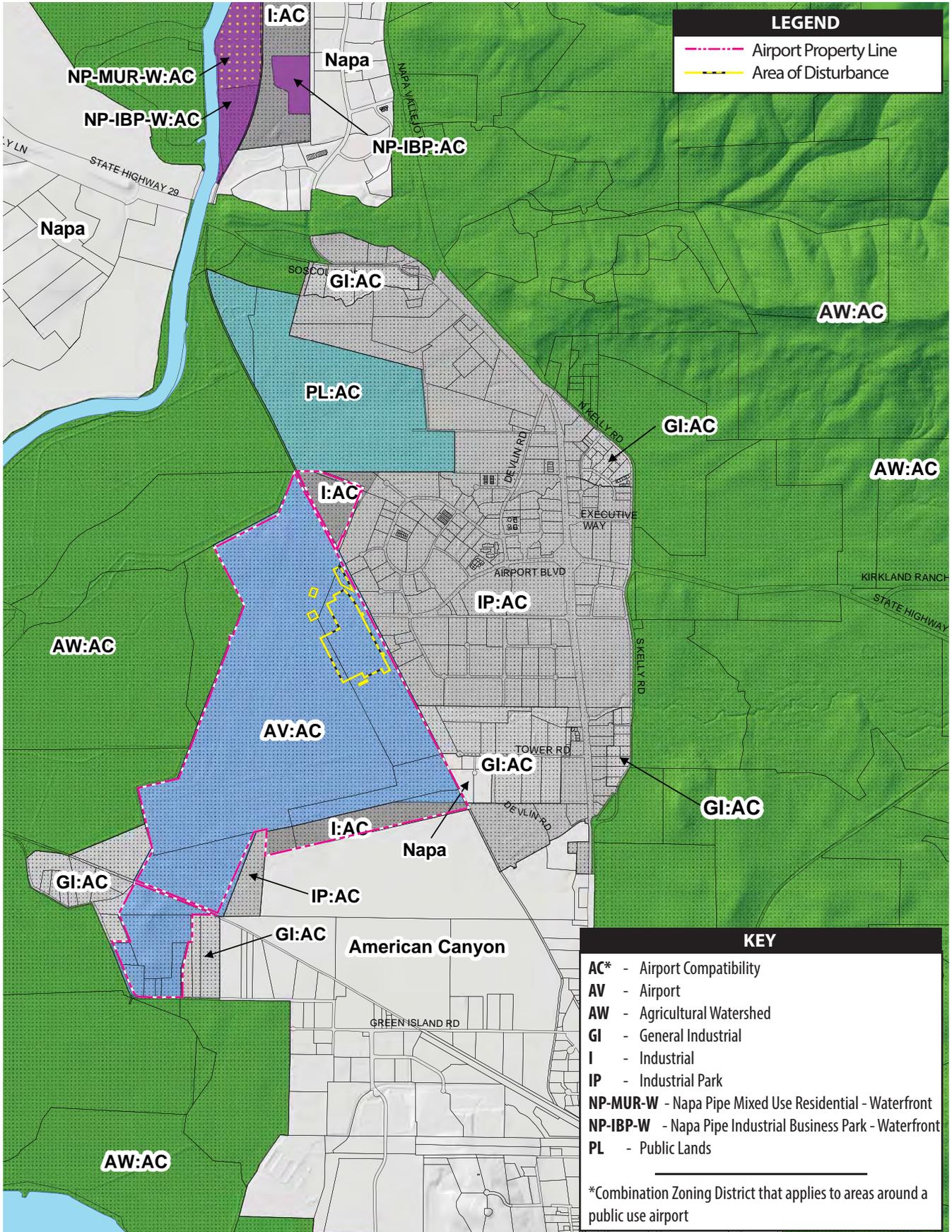
- Airport Property Line
- A Taxiway Designation
- - - Area of Disturbance



Aerial Photo: Google Earth 9-2018



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LEGEND

- - - Airport Property Line
- - - Area of Disturbance

KEY

- AC*** - Airport Compatibility
- AV** - Airport
- AW** - Agricultural Watershed
- GI** - General Industrial
- I** - Industrial
- IP** - Industrial Park
- NP-MUR-W** - Napa Pipe Mixed Use Residential - Waterfront
- NP-IBP-W** - Napa Pipe Industrial Business Park - Waterfront
- PL** - Public Lands

 *Combination Zoning District that applies to areas around a public use airport

The following tribes have requested formal consultation with the county under PRC §21080.3:

- Mishewal Wappo Tribe of Alexander Valley
- Yocha Dehe Wintun Nation
- Middletown Rancheria

A letter was mailed to each tribe requesting formal consultation or recommended by the NAHC for contact (i.e., Cortina Rancheria – Kletsel Dehe Band of Wintun Indians) on June 17, 2020, along with exhibits describing the Proposed Project and information regarding the results of the archaeological survey. **Appendix A** contains copies of the letter sent to each tribe. One tribe (Yocha Dehe Wintun Nation) contacted the airport to request a corrected letter due to an error in the tribal name. The corrected letter was sent via email to the tribe on July 8, 2020.

One tribe (Yocha Dehe Wintun Nation) requested consultation on the Proposed Project. On August 7, 2020, the airport manager met with two tribal representatives at the project site. As a result of this meeting, the airport has agreed to the following tribal requests (**Appendix A**):

1. The project will include a pre-construction cultural sensitivity training under the direction of the Yocha Dehe Wintun Nation prior to the commencement of construction activity.
2. On-site tribal monitoring for underground utility work and initial ground disturbance, inclusive of asphalt removal, will be conducted.

The tribal consultation process was completed with the Yocha Dehe Wintun Nation on August 11, 2020.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Any environmental factors checked below would be potentially affected by the Proposed Project, involving at least one impact that is a “Potentially Significant Impact.” However, as indicated by the Environmental Issues Checklist on the following pages, there are no project impacts that have been determined to be a “Potentially Significant Impact.” All impact categories would be either “No Impact,” “Less than Significant,” or “Less than Significant with Mitigation Incorporated.”

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

ENVIRONMENTAL IMPACTS AND BASIS OF CONCLUSIONS

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the Napa County Environmental Resources Maps, the other sources of information listed in the file, and the comments received; conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

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 (EIR) 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.

Greg Baer
Signature

August 24, 2020

Date

Greg Baer
Name

Airport Manager/Public Works, Airport Division
Title/Department

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 would 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 (CEQA Guidelines, 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 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.

ENVIRONMENTAL ISSUES CHECKLIST

I. Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in PRC Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

Local Regulations

Napa County General Plan. The *Napa County General Plan* (revised 2013) addresses community aesthetics in the Community Character (CC) Element of the plan. Goals and policies applicable to the Proposed Project are found under the subheadings of “Aesthetics, Arts and Culture, Views and Scenic Roadways” and “Light and Glare.”

Community Character Element Goals

Goal CC-6: Preserve and enhance the night environment of the county’s rural areas and prevent excessive light and glare.

Aesthetics, Arts and Cultures, Views and Scenic Roadways Policies

- Policy CC-12: The grading of building sites, vineyards, and other uses shall incorporate techniques to retain as much as possible a natural landform appearance. Examples include:
 - The overall shape, height, and grade of any cut or fill slope shall be designed to simulate the existing natural contours and scale of the natural terrain of the site.
 - The angle of the graded slope shall be gradually adjusted to the angle of the natural terrain.
 - Sharp, angular forms shall be rounded and smoothed to blend with the natural terrain.

Light and Glare Policies

- Policy CC-33: The design of buildings visible from the county's designated scenic roadways shall avoid the use of reflective surfaces which could cause glare.
- Policy CC-34: Consistent with building code requirements for new construction in rural areas, nighttime lighting associated with new developments shall be designed to limit upward and side-ways spillover of light. Standards shall be specified in the most recent update of the "Nonresidential Compliance Manual for California's 2005 Efficiency Standards" or the "Residential Compliance Manual for California's 2005 Energy Efficiency Standards" published by the State of California. Light timers and motion sensors shall be used wherever feasible.

IMPACT ANALYSIS

1.a and b) Less Than Significant Impact. The Proposed Project will have a Less than Significant impact on the aesthetic quality of the region for the following reasons:

- The Proposed Project will not have adverse effects on a scenic vista. Overall, the land use at the airport will not be altered with the Proposed Project. Rather, the construction of the hangars, apron, and supporting structures will be consistent with the appearance of the existing land uses.
- The Proposed Project will not damage scenic resources, such as rocks, outcroppings, or historic buildings/structures. Activities surrounding the Proposed Project will occur at an existing airport, which does not contain scenic resources, such as rocks or outcroppings. As discussed further in Section V, Cultural Resources, neither the airport property as a whole nor the individual buildings proposed for demolition by the Proposed Project are eligible for listing in the federal or state historic registers (SWCA 2020).
- State Highway 29, a designated Scenic Highway (California Department of Transportation website 2020), is located approximately 0.75 mile east of the airport and is separated from the airport by intervening development. At that distance, and because there are not clear lines of sight between the airport and the highway, the design of the new buildings will not be visible. The Proposed Project will not have a significant impact on views from the highway.

- Consistent with the county's General Plan Policy CC-6, grading will be minimal and will follow the existing landform at the airport and within the Proposed Project site.

I.c) No Impact. Although according to the U.S. Census Bureau, the airport and surrounding environs are not located in a U.S. Census urban area, most of the airport is classified as Urban and Built Up land on the state's Important Farmland Map. In addition, the airport is located within the more "urbanized" or developed corridor of the county along State Highway 29. The Proposed Project will not substantially degrade the existing visual quality of public views or the surrounding environs as it will be consistent with the existing land use. The airport is adjacent to an industrial/office area and the Proposed Project is consistent with the airport's existing zoning (AV:AC).

I.d) Less Than Significant Impact. Additional lighting will result from the proposed new buildings and apron expansion. However, the Proposed Project will be contained on airport property in place of an existing terminal and other buildings and will be buffered from light or glare-sensitive land uses, such as residential areas by surrounding light industrial and office development. The nearest residence is approximately one mile from the airport.

In addition, the airport is located within the "urbanized" corridor of the county and will, thus, not have an adverse effect on more rural areas of the county by introducing additional lighting. Because the airport is approximately 0.75 mile from the closest designated Scenic Highway (i.e., State Highway 29), the Proposed Project is consistent with county General Plan Policy CC-33. The airport's proposed landside development will comply with all applicable county policies and regulations concerning lighting per General Plan Policy CC-34.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<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 measurements methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>				
<p>Would the project:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a <i>Williamson Act</i> 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 PRC Section 12220(g)), timberland (as defined by PRC 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"/>

REGULATORY SETTING

State Regulations

California Land Conservation Act (Williamson Act). The *California Land Conservation Act*, or the *Williamson Act*, is applicable to certain parcels within the State of California (state). The *Williamson Act* allows local governments to enter contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property taxes. Under the *Williamson Act*, willing landowners commit the parcel for a 10-year period, during which time no conversion out of agricultural use is permitted. In return, the land is subject to a reduced tax rate based on the actual use of the land (i.e., agricultural use), rather than its unrestricted market value.

Farmland Security Zone Act. The *Farmland Security Zone Act*, sometimes referred to as the “Super *Williamson Act* Contracts,” is similar to the *Williamson Act* and ensures that long-term farmland preservation is part of public policy in the state. Under the *Farmland Security Zone Act*, a landowner who is already under a *Williamson Act* contract can apply for Farmland Security Zone status by entering into a contract with the county. In return for a further 35 percent reduction in the taxable value of land and growing improvements (this is in addition to the benefits of the *Williamson Act* contract), the property owner promises to not develop the property for nonagricultural uses.

Local Regulations

Napa County General Plan. The county’s long-term concern for agriculture land preservation has prompted several goals and policies to ensure a sustainable future for the farming industry. Goals and policies addressing agriculture preservation are outlined in the Agriculture Preservation and Land Use Element (AG/LU) of the General Plan and are outlined below.

Agricultural Preservation and Land Use Goals

Goal AG/LU-5: With municipalities, other governmental units, and the private sector, plan for commercial, industrial, residential, recreational, and public land uses in locations that are compatible with adjacent uses and agriculture.

Agricultural Preservation and Land Use Policies

- Policy AG/LU-9: The County shall evaluate discretionary development projects, re-zonings, and public projects to determine their potential for impacts on farmlands mapped by the State Farmland Mapping and Monitoring Program, while recognizing that the state’s farmland terminology and definitions are not always the most relevant to Napa County, and shall avoid converting farmland where feasible. Where conversion of farmlands mapped by the state cannot be avoided, the County shall require long-term preservation of one acre of existing farmland of equal or higher quality for each acre of state-designated farmland that would be converted to non-agricultural uses. This protection may consist of establishment of farmland easements or other similar mechanism, and the farmland to be preserved shall be located within the County and preserved prior to the proposed conversion.

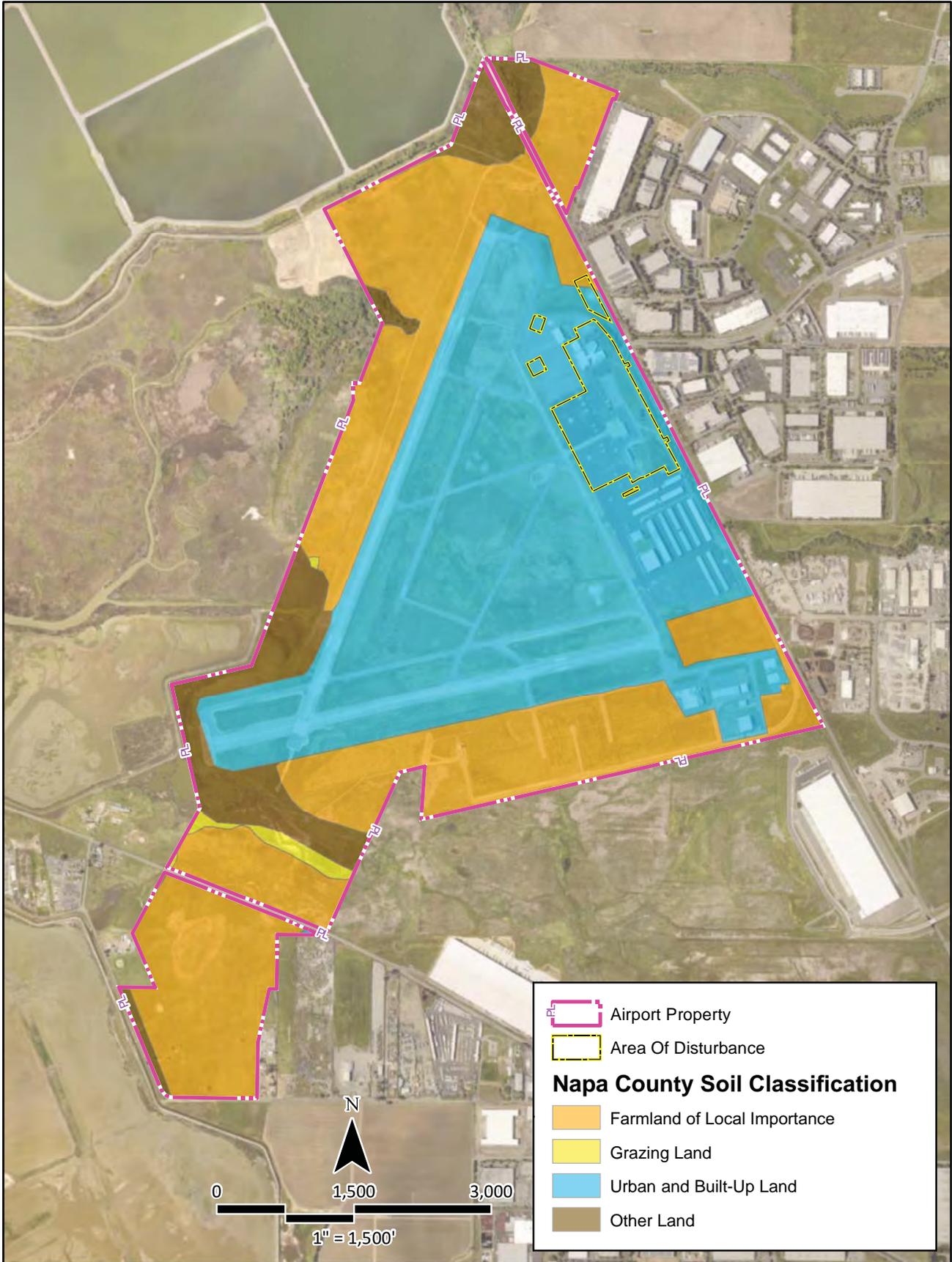
IMPACT ANALYSIS

II.a-e) No Impact. The Proposed Project will not have an impact on existing agricultural land, conflict with a *Williamson Act* contract, result in the loss of forested land, or involve other changes which could adversely affect existing agricultural or forest lands.

The soils in the project area are designated as “prime farmland if irrigated” and “farmland of statewide importance,” and are generally described as loam in nature by the United States (U.S.) Department of Agriculture, Natural Resources Conservation Service [USDA-NRCS] Web Soil Survey (USDA-NRCS website

2020). However, the project area is not currently used for agricultural purposes but has historically been part of the airport. The airport is designated as Urban and Built-Up Land on the Napa County Important Farmland map (California Department of Conservation [CDC] 2016) (**Exhibit 11**) and does not abut land devoted to agriculture. Thus, the Proposed Project is consistent with the county's General Plan Goal AG/LU-5 and Policy AG/LU-9.

The project area contains a limited number of non-native trees (i.e., eucalyptus) and will not result in the loss of forest land.



Source: ESRI Basemap Imagery (2018), California Dept. of Conservation.

III. Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district 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) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

The airport is located within the San Francisco Bay Area Air Basin (SFBAAB). The following sections provide information regarding the regulatory setting for air quality in the SFBAAB.

Federal Regulations

Clean Air Act (CAA). Title I of the federal *Clean Air Act* charges the U.S. Environmental Protection Agency (EPA) with the responsibility of safeguarding air quality from new or continued deterioration from mobile and stationary sources of air pollutant emissions. To that end, U.S. EPA promulgates and enforces the National Ambient Air Quality Standards (NAAQS).

The NAAQS represent levels of pollutants in the ambient (i.e., “outdoor”) air that, when exceeded, cause negative impacts to human health (“primary” NAAQS) and environmental quality (“secondary” NAAQS). U.S. EPA has established NAAQS for the following “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter (PM), ozone (O₃), sulfur dioxide (SO₂), and lead (Pb). Notably, there are two sizes of regulated PM - PM measuring 10 micrometers or less in diameter (PM₁₀) and particulate matter measuring 2.5 micrometers or less in diameter (PM_{2.5}).

An area with ambient air concentrations exceeding the NAAQS for a criteria pollutant is said to be in “nonattainment” for the pollutant’s NAAQS, while an area where ambient concentrations are below the

NAAQS is considered in “attainment.” U.S. EPA requires areas designated as nonattainment to demonstrate how they would attain the NAAQS by an established deadline. To accomplish this, states prepare State Implementation Plans (SIPs). SIPs are typically a comprehensive set of reduction strategies and emissions budgets designed to bring an area into attainment.

State Regulations

California Clean Air Act (CCAA). Due to regional air quality concerns, individual states have the authority to adopt air quality standards that are more stringent than the NAAQS. Pursuant to requirements of CEQA and the CCAA, the California Air Resources Board (CARB) established the California Ambient Air Quality Standards (CAAQS). The CAAQS have more stringent standards for each of the U.S. EPA criteria pollutants mentioned above. The CAAQS also includes requirements for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The SFBAAB is a non-attainment area for O₃ (for both state and federal standards), PM₁₀ (federal standards only), and PM_{2.5} (both state and federal standards) (CARB website 2019b).

CARB authors and enforces air quality regulations and programs on mobile and stationary sources of air emissions within the state. Thus, it is within CARB’s jurisdiction to enforce the following state-level air quality regulations, initiatives, and programs potentially pertinent to the Proposed Project:

- CCR, Title 13, Division 3, Chapter 9, Article 4.8, §2449(d)(3). Off-road equipment engines are not to idle for longer than five minutes (with exemptions).
- CCR, Title 13, Division 3, Chapter 10, Article 1, §2485. On-road vehicles with a gross vehicular weight rating of 10,000 pounds or more are not to idle for longer than five minutes at any location (with exemptions).

Additionally, in August 1998, CARB identified particular emissions from diesel-fueled engines as a toxic air contaminant (TAC). TACs are pollutants that are associated with acute, chronic, or carcinogenic effects, but for which no NAAQS or CAAQS have been established. TAC impacts are evaluated by determining if a specific chemical poses a significant risk to human health and, if so, under what circumstances. In 2000, CARB published the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000b) and the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (CARB 2000a). These documents represent proposals to reduce diesel particulate matter (DPM) emissions, with the goal being to reduce emissions and the associated health risk by 85 percent in 2020. The programs aim to require the use of state-of-the-art catalyzed diesel particulate filters and ultra-low-sulfur diesel fuel.

Regional and Local Regulations

Bay Area Air Quality Management District. Napa County is part of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD is tasked with regulating stationary sources of air pollution in the nine-county area surrounding the San Francisco Bay area. In 2017, BAAQMD published *Spare the Air, Cool the Climate* (SACC), a clean air and climate protection plan outlining standards and goals for air quality

attainment for the Bay Area (BAAQMD 2017b). The plan provides a regional strategy to protect the public health and the climate and identify how the district will continue the progress towards attaining all state and federal air quality standards to eliminate health risk from exposure to air pollution within the San Francisco Bay area. **Table 7** outlines the national, state, and regional air quality attainment standards.

TABLE 7
Air Pollutant Standards and Attainment

Pollutant (Averaging Time)	National Standards	California Standards	Bay Area Attainment Design Value ^{a, b}	Attainment Status	
				Federal	State
O ₃ (1-hour)	None	0.09 ppm	0.10 ppm (California)	N/A	N
O ₃ (8-hour)	0.070 ppm	0.09 ppm	0.073 ppm	N	N
CO (1-hour)	35 ppm	20 ppm	3.8 ppm	A	A
CO (8-hour)	9 ppm	9.0 ppm	2.0 ppm	A	A
PM _{2.5} (24-hour)	35 µg/m ³	None	30 µg/m ³	N	N/A
PM _{2.5} (Annual)	12 µg/m ³	12 µg/m ³	11.4 µg/m ³	A	N
PM ₁₀ (24-hour)	150 µg/m ³	50 µg/m ³	58 µg/m ³	U	N
PM ₁₀ (Annual)	None	20 µg/m ³	22 µg/m ³ (California)	N/A	N
SO ₂ (1-hour)	75 ppb	0.25 ppm	14 ppb	U	A
SO ₂ (24-hour)	0.14 ppm	0.04 ppm	< 0.01 ppm	A	A
NO ₂ (Annual)	53 ppb	0.030 ppm	0.018 ppm	A	A
NO ₂ (1-hour)	100 ppb	0.18 ppm	57 ppm	U	A
Pb (3-month rolling avg)	0.15 µg/m ³	None	< 0.01 µg/m ³	A	N/A

Sources: BAAQMD 2017b, Table 2-2; CARB website 2019a; U.S. EPA website 2020b

^a The attainment design value is a statistic based on the monitored conditions that can be compared with the corresponding standards and are computed on a site-by-site basis. The standard is violated if the design value exceeds the standard.

^b Attainment design values relative to the NAAQS are shown unless indicated as (California).

N/A = Attainment status is not applicable due to the lack of established standard level of criteria pollutant.

A = Attainment; N = Nonattainment; U = unclassified

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter

Construction thresholds established by BAAQMD for criteria pollutants are outlined in **Table 8**. BAAQMD has established thresholds for reactive organic compounds (ROGs), nitrous oxides (NO_x), and particulate matter (PM₁₀ and PM_{2.5}). No thresholds have been established for CO or SO₂. To address fugitive dust, BAAQMD recommends employing best management practices (BMPs) established by the U.S. EPA.

TABLE 8
BAAQMD Construction-Related Criteria Pollutant Thresholds

	ROG	NO _x	CO	SO ₂	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)	PM ₁₀ and PM _{2.5} (fugitive dust)
Pounds per Day	54	54	N/A	N/A	82	54	None - Implement best management practices

Source: BAAQMD 2017a (Table 2.1)

N/A = not applicable; a threshold has not been established by BAAQMD

Operation-related thresholds for criteria pollutants are shown in **Table 9**. BAAQMD establishes both a daily threshold and an annual threshold for operations which projects are required to meet. No operational-related thresholds have been established for CO or SO₂ nor are there operational thresholds for fugitive dust.

TABLE 9
BAAQMD Operation-Related Criteria Pollutant Thresholds

	ROG	NO _x	CO	SO ₂	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)	PM ₁₀ and PM _{2.5} (fugitive dust)
Pounds per Day	54	54	N/A	N/A	82	54	None - Implement best management practices
Tons per Year	10	10	N/A	N/A	15	10	None

Source: BAAQMD 2017a (Table 2.1)

N/A = not applicable; a threshold has not been established by BAAQMD

According to the BAAQMD CEQA Guidelines, the threshold of significance for odors is five confirmed complaints received per year averaged over three years (BAAQMD 2017a, Table 2.1).

The goals of the BAAQMD SACC plan focus on protecting public health and the climate. (See Section VIII, Greenhouse Gases for a discussion of climate goals.) Napa County generally follows air quality standards adopted by BAAQMD (Napa County website 2020a).

Napa County General Plan. The General Plan for Napa County addresses one specific air quality issue in the Community Character Element of the plan under the subheading “Odors.” However, in the introduction discussion to the odor policies, it clarifies that air quality districts regulate certain concentrations of the chemicals which result in odors almost universally considered bad, such as landfills, wastewater treatment ponds, or large agricultural composting areas (Napa County 2008, Community Character Element, page CC-15). The airport does not contain these types of land uses.

Other applicable air quality policies are in the Conservation (CON) Element of the county’s General Plan.

Climate Protection and Sustainable Practices for Environmental Health Policies

- Policy CON-81: The County shall require dust control measures to be applied to construction projects consistent with measures recommended for use by the BAAQMD.

- Policy CON-85: The County shall utilize construction emission control measures required by CARB or BAAQMD that are appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). These measures shall be made conditions of approval and/or adopted as mitigation to ensure implementation.

IMPACT ANALYSIS

III.a) Less Than Significant Impact. The Proposed Project will continue as the existing land use (i.e., Napa County Airport). The proposed redevelopment does not change the overall purpose or use of the airport, is consistent with existing applicable zoning, and will not be inconsistent with or obstruct implementation of any applicable air quality plans for the region.

III.a-b) Less Than Significant with Mitigation Incorporated. The Proposed Project will have minimal long-term impacts on air quality. The Proposed Project involves demolishing or relocating multiple airport structures and constructing FBO development area buildings, a parking lot, and a minor realignment of Airport Road. The total timeframe for construction of the Proposed Project is about 20 months.

Temporary Construction Emissions. During construction, equipment used for the demolition of existing facilities and construction of the Proposed Project will temporarily increase emissions in the vicinity of the airport. To quantify air pollutant emissions from the construction activity, an emissions inventory of criteria pollutants was prepared using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017). The CalEEMod software, published by the CAPCOA in collaboration with various California air districts, estimates on-road vehicle emissions, such as those from dump trucks or light-duty work trucks, and off-road vehicle emissions, such as heavy construction equipment. The modeling results also include emissions resulting from earth-moving (e.g., grading and site preparation) and paving. CalEEMod accounts for worker trips, haul trips, equipment activity, disturbed ground surface area, and material quantities are based on estimates (where available). CalEEMod includes emissions factors that are adjusted to local climatic conditions in the region overseen by BAAQMD. Each phase of the project was modeled individually, based on its description, timeframe, and duration.

The proposed airport redevelopment involves specific airport-related uses, which do not correspond with default land uses available in the CalEEMod software. Therefore, CalEEMod land uses which are generally similar to the various parts of the project were selected for the modeling effort, i.e., emissions modeling for the FBO terminal buildings and the maintenance/operations building was divided into two general land uses:⁹ “Light Industrial” and “Quality Restaurant.” No modeling was undertaken for those

⁹ Light industrial land use, as defined in the CalEEMod user’s guide (California Air Pollution Control Officer Association *CalEEMod User’s Guide*, Table 1 (November 2017), <http://www.caleemod.com/>) is a free-standing facility generally dedicated to a single use with an emphasis on other activities other than manufacturing and generally have minimal office space. Typical activities that occur within a hangar are aircraft repair and maintenance or aircraft storage. However, the number of people which work at an FBO are generally less than a typical light industrial land use, and much of an FBOs activity is related to aircraft operations, rather than vehicular traffic. Therefore, the modeling for emissions assumed that only 50 percent of the default vehicular trips for a light industrial or “quality” restaurant land use will occur as a result of the Proposed Project.

land uses that will be relocated within the airport property (i.e., the electric vault, beacon, and fueling island).

Table 10 summarizes the emissions inventory results for the construction phases of the Proposed Project against applicable thresholds of BAAQMD. During construction year 2022, the Proposed Project’s construction activity will approach BAAQMD thresholds of significance for ROG. Due to the margin of error within the model, mitigation is recommended for the Proposed Project to ensure that construction emissions remain under the applicable thresholds (see discussion below). **Table 10** shows the unmitigated and mitigated results of the analysis. The full results of the CalEEMod modeling completed for the Proposed Project are on file at the airport.

TABLE 10
Estimated Project Construction-Related Emissions vs. BAAQMD Thresholds (Pounds per Day)

	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
BAAQMD Thresholds	54	54	N/A	N/A	82	54
Year 2021						
Without Mitigation	4.2	49.0	23.4	0.1	20.9	12.0
With Mitigation	4.2	49.0	23.4	0.1	20.9	12.0
Exceed Thresholds?	NO	NO	N/A	N/A	NO	NO
Year 2022						
Without Mitigation	53.0	21.3	21.2	0.1	2.3	1.2
With Mitigation	12.2	21.3	21.2	0.05	2.3	1.2
Exceed Thresholds?	NO	NO	N/A	N/A	NO	NO
Year 2023						
Without Mitigation	11.7	37.8	21.6	0.1	20.7	11.5
With Mitigation	11.7	37.8	21.6	0.1	20.7	11.5
Exceed Thresholds?	NO	NO	N/A	N/A	NO	NO

Sources: BAAQMD 2017a; CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

BAAQMD = Bay Area Air Quality Management District

N/A = not applicable

Bolded value represents a criteria pollutant where the unmitigated scenario would approach BAAQMD thresholds.

Based on the CalEEMod modeling run that included the mitigation, construction emissions will be Less than Significant with Mitigation Incorporated (**Table 10**). BMPs required for PM₁₀ as standard practice were also included as mitigation in the mitigated CalEEMod modeling run.

Construction-Related Mitigation Measures

The following measures required or recommended by BAAQMD and/or CARB will be required for the Proposed Project:

AQ-1: To avoid exceeding the BAAQMD threshold for ROGs (54 pounds per day), low-volatile organic compound (VOC) paint and interior building materials shall be used during the painting/finishing phase of the Proposed Project. Per BAAQMD recommendations, such measures include using low-VOC interior paint (VOC level of 50 grams per liter [g/L] or less) and using low-VOC or recycled materials for interior finishes.

AQ-2: BMPs recommended by BAAQMD (per U.S. EPA) to reduce fugitive dust emissions shall be implemented:

- **Soil stabilization shall occur by applying water for a short-term solution or applying dust suppressants or vegetative cover for a long-term solution;**
- **Carryout and takeover materials (such as dirt/demolition spoils and other construction waste which fall from trucks onto roads) shall be cleaned daily and immediately if material spills occur more than 50 ft from the exit point of the project site. Appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surfaces and shoulders;**
- **Dust control for unpaved vehicle and equipment traffic areas and speed limit signs to 15 miles per hour (mph) or less shall be posted every 500 ft; and**
- **Recordkeeping shall be used to document compliance with the rules and notate all dust control measures utilized on-site. Records are to be kept for one year following the end of “dust-generating” activities.**

AQ-3: Regulations outlined in the CARB handbook *In-Use Off-Road Diesel-Fueled Fleets Regulations* (2016), which applies to all self-propelled off-road vehicles that are 25 horsepower (hp) or more as well as most two-engine vehicles, shall be required. The purpose of this regulation is to reduce emissions of NO_x and particulate matter by:

- **Limiting unnecessary idling of vehicles to five minutes;**
- **Requiring all vehicles to be reported to CARB and labeled;**
- **Restrictions on adding vehicles older than January 1, 2004, to the fleet; and**
- **Requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, such as exhaust retrofits.**

Long-Term Operational Emissions. In addition to calculating construction emissions for the Proposed Project, CalEEMod was used to estimate net operational emissions that could result from the new buildings’ and apron’s ongoing electrical demand and vehicular emissions (**Table 11**). For example, operational emissions from electrical needs of lighting and climate control will result from FBO operations. Operational emissions are expected from electrical needs for lighting the parking lot. Some emissions are also expected due to vehicular traffic generated by additional employees or deliveries. Thus, operational emissions associated with the Proposed Project include area emissions (landscaping, maintenance coating, consumer products), vehicular and aircraft emissions, and energy emissions (natural gas, utilities).

TABLE 11
Estimated Project Non-Aircraft Operational Emissions - Pounds per Day

	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Redevelopment Phase (operational 2022)	3.1	4.2	7.8	0.0 ^a	2.2	0.6
Apron Reconstruction (operational 2023)	0.3	0.0 ^a	0.1	0.0	0.0 ^a	0.0 ^a
Full Buildout Total	3.4	4.2	7.9	0.0	2.2	0.6

Sources: CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

^a Since the value is less than 0.05, it rounds to 0.0.

BAAQMD = Bay Area Air Quality Management District

The Aviation Environmental Design Tool (AEDT), which is FAA’s preferred method of calculating aircraft operational emissions inventories for airport and related aviation projects, was used to estimate aircraft emissions that are anticipated to occur due to the Proposed Project. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft within the U.S. civil and military fleets, including those which commonly operate at Napa County Airport. As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different pollutant emission levels. **Table 12** summarizes the aircraft-related operational emissions calculated for the Proposed Project. As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase is the emissions directly associated with additional aircraft that could be accommodated by the Proposed Project.

TABLE 12
Estimated Project Aircraft Operational Emissions – Pounds per Day

	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Existing Condition (2020)	15.2	36.4	676.5	5.2	2.2	2.2
Future with Proposed Project (2023)	16.0	40.3	673.6	5.7	2.4	2.4
Net Change in Aircraft Emissions^a	0.8	3.9	- 2.9^b	0.5	0.2	0.2

Source: AEDT (Coffman Associates, Inc. analysis)

^a As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase isolates those emissions directly associated with the Proposed Project.

^b The reduction of CO emissions is due to the change of fleet mix assumed, which will include newer, cleaner technology as older aircraft are retired or replaced.

Table 13 combines the net increase in aircraft operational emissions anticipated due to the Proposed Project (**Table 12**) with the non-aircraft related operational emissions identified in **Table 11**. These two values (net aircraft emissions and other operational emissions) comprise the total Proposed Project operational emissions for comparison to the BAAQMD thresholds.¹⁰ As shown in the table, based on the results of the air pollutant emissions modeling, all operational emissions will be well below the BAAQMD thresholds. Operational air quality impacts of the Proposed Project are Less than Significant, and no mitigation measures are necessary.

¹⁰ As discussed previously in Footnote, 6, the light industrial land use in CalEEMod overstates the number of vehicular trips since the model assumes every person that comes to that land use will use a mode of surface transportation (i.e. car or truck). However, due to the nature of the overall land use of the airport, some trips to the Proposed Project will be by aircraft, which is included in the AEDT model.

TABLE 13
Total Net Operational Emissions – Pounds per Day

Pollutant	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>BAAQMD Thresholds</i>	<i>54</i>	<i>54</i>	<i>N/A</i>	<i>N/A</i>	<i>82</i>	<i>54</i>
Proposed Project Other Operational Emissions (area, vehicular, and energy)	3.4	4.2	7.9	0.0 ^a	2.2	0.6
Proposed Project Aircraft Net Emissions ^b	0.8	3.9	-2.9 ^c	0.5	0.2	0.2
Total Proposed Project Operational Emissions	4.2	8.1	5.0	0.5	2.4	0.8
<i>Exceeds Threshold</i>	<i>NO</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>NO</i>	<i>NO</i>

Source: AEDT (Coffman Associates, Inc. analysis)

^a Since the value is less than 0.05, it rounds to 0.0.

^b As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase isolates those emissions directly associated with the Proposed Project.

^c The reduction of CO emissions is due to the change of fleet mix assumed, which will include newer, cleaner technology as older aircraft are retired or replaced.

N/A = not applicable

III.c and d) Less Than Significant Impact. Sensitive receptors to substantial pollutant concentrations or other emissions, such as odors, are defined by CARB as residential uses, education facilities, daycares, hospitals, elderly housing, and convalescent care facilities (CARB website 2019d). There are no existing residential uses in proximity to the airport. The closest residence is approximately one mile from the airport. Schools (Napa Valley College, Napa Valley Montessori, and Napa Junction Magnet Elementary School) and a childcare facility (Child Start) are located more than 0.25 mile away. This includes the Napa Valley College, which is the closest sensitive receptor and has a satellite campus northeast of the airport but is approximately 2,000 ft (0.37 mile) from the project site. In addition, based on a Google Earth image analysis, there are no other sensitive receptors, such as hospitals or assisted living facilities, near the airport.

The Proposed Project will not involve the type of odor-producing land uses listed in the BAAQMD CEQA Guidelines (Section 3.4 - Odor Impacts, Table 3-3). The airport has not received five confirmed odor complaints per year averaged over the past three years.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

REGULATORY SETTING

Federal Regulations

Federal Endangered Species Act of 1973 (FESA). The FESA provides legislation to protect federally listed plant and animal species and requires that the responsible agency or individual consult with the U.S. Fish and Wildlife Service (USFWS) to determine the extent of impact to a particular species. If USFWS determines that impacts to a species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. The USFWS also regulates activities conducted in federal critical habitat, which are

geographic units designated as areas that support primary habitat constituent elements for listed species.

Bald and Golden Eagle Protection Act of 1940 (BGEPA). The BGEPA (16 United States Code [USC] 668) prohibits taking, possession, and commerce of bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) or any part, nest, or eggs without a permit issued by the Secretary of the Interior. “Take” is defined as to pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb.¹¹

Migratory Bird Treaty Act of 1918 (MBTA). The MBTA protects all migratory birds, including their eggs, nest, and feathers, and is also enforced by USFWS. Birds protected by the MBTA are identified in the Federal Register (50 CFR 10.13, November 1, 2013).

Section 404 of the *Clean Water Act of 1997 (CWA)*. The U.S. Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into “waters of the U.S.” These waters include wetland and non-wetland water bodies that meet specific criteria. Under Section 404 of the CWA, USACE regulates traditional navigable waters, wetlands adjacent to traditional navigable waters, relatively permanent non-navigable tributaries that have a continuous flow at least seasonally (typically three months), and wetlands that directly about relatively permanent tributaries.

State Regulations

California Endangered Species Act of 1970 (CESA). The CESA ensures legal protection for plants listed as rare or endangered and species of wildlife formally listed as endangered or threatened by the state. The CESA definition of “take” is interpreted to be the direct injury or mortality to individuals of a CESA-listed species. The state law also lists California Species of Special Concern (SSC) based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value.

California Fish and Game Code. The California Fish and Game Code (FGC) has numerous regulations to protect biological resources. FGC §3503/3503.5 – Protections of Bird’s Nests includes provisions to protect the nests and eggs of birds. Section 3503 (3503.5 for raptors specifically) states: “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” In addition to FGC §3503, Assembly Bill (AB) 454 was signed into law September 27, 2019.¹²

¹¹ “Disturb” is defined in 50 CFR 22.3 as the act of agitating or bothering a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, the following: 1) injury to an eagle; 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior; or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or shelter behavior. Furthermore, “disturb” also includes impacts that result from human-induced alterations occurring near a nest site, which was used previously by eagles, during a time when eagles are absent from the area, and if, when the eagle returns, these alterations agitate or bother an eagle to the extent that it interferes with or interrupts normal breeding, feeding, or sheltering habits, and cause injury, death, or nest abandonment.

¹² AB 454 amends, repeals, and adds FGC §3513, to be known as the “California Migratory Bird Protection Act.” FGC §3513 states, “It is unlawful to take or possess any migratory nongame bird as designated in the federal Migratory Bird Treaty Act (16 U.S.C. Sec. 703 et seq.) before January 1, 2017, any additional migratory nongame bird that may be designated in that federal act after that date....” FGC §3513 ensures that California can continue to protect migratory birds, regardless of rollbacks in the federal MBTA. FGC §3513 will become inoperative on January 20, 2025 and repealed January 1, 2026.

FGC §3511 (birds), §4700 (mammals), §5050 (reptiles and amphibians), and §5515 (fish) include provisions to protect Fully Protected species, such as: 1) prohibiting take or possession “at any time” of the species listed in the statute, with few exceptions; 2) stating that “no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” a species that has been designated as Fully Protected; and 3) stating that no previously issued permits or licenses for take of these species “shall have any force or effect” for authorizing take or possession. The California Department of Fish and Wildlife (CDFW) is unable to authorize incidental take of Fully Protected species when activities are proposed in areas inhabited by those species, unless there is a CDFW-approved Natural Community Conservation Plan (FGC §2835).

The CDFW also manages the *California Native Plant Protection Act of 1977* (NPPA) (FGC §§1900 et seq.), which was enacted to identify, designate, and protect rare plants. In accordance with CDFW guidelines, plant species with California Native Plant Society (CNPS) Ranks 1A, 1B, 2A, 2B, and 3 are considered “rare” under the NPPA. Impacts to plants with these rarity rankings must be fully evaluated under CEQA. Plants with CNPS Rank 4 have limited distributions but are not necessarily eligible for listing. It is recommended that impacts to plants with CNPS Rank 4 also be evaluated per CEQA. Plants listed as Rare under the NPPA are now considered by CDFW to be subject to the CESA take prohibitions and incidental take permit process in accordance with the CCR §796.9.

Pursuant to Division 2, Chapter 6, §§1600–1602 of the FGC, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife. The CDFW defines a “stream” (including creeks and rivers) as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation.” The CDFW’s definition of “lake” includes “natural lakes or man-made reservoirs.” The CDFW jurisdiction within altered or artificial waterways is based upon the value of those waterways to fish and wildlife.

Local Regulations

Napa County General Plan. Habitat and biotic preservation for Napa County is addressed in the Conservation Element of the plan under the subheadings “Natural Resources” and “Water Resources.” Napa County is home to varied and diverse habitat which support several threatened and/or endangered species. Due to the unique location and topography of the county, it is one of the 25 most biologically diverse counties in the U.S. and is home to approximately 150 “special-status” species.

Natural Resources Goals

Goal CON-2: Maintain and enhance the existing level of biodiversity.

Goal CON-3: Protect the continued presence of special-status species, including special-status plants, special-status wildlife, and their habitats, and comply with all applicable state, federal, or local laws or regulations.

Goal CON-4: Conserve, protect, and improve plant, wildlife, and fishery habitats for all native species in Napa County.

Goal CON-5: Protect connectivity and continuous habitat areas for wildlife movement.

Natural Resources Policies

- Policy CON-13: The County shall require that all discretionary residential, commercial, industrial, recreational, agricultural, and water development projects consider and address impacts to wildlife habitat and avoid impacts to fisheries and habitat supporting special-status species to the extent feasible. Where impacts to wildlife and special-status species cannot be avoided, projects shall include effective mitigation measures and management plans, including provisions to:
 - Maintain the following essentials for fish and wildlife resources:
 - Sufficient dissolved oxygen in the water.
 - Adequate amounts of proper food.
 - Adequate amounts of feeding, escape, and nesting habitat.
 - Proper temperature through maintenance and enhancement of streamside vegetation, volume of flows, and velocity of water.
 - Ensure that water development projects provide an adequate release flow of water to preserve fish populations.
 - Employ supplemental planting and maintenance of grasses, shrubs and trees of like quality and quantity to provide adequate vegetation cover to enhance water quality, minimize sedimentation and soil transport, and provide adequate shelter and food for wildlife and special-status species and maintain the watersheds, especially stream side areas, in good condition.
 - Provide protection for habitat supporting special-status species through buffering or other means.
 - Provide replacement habitat of like quantity and quality on- or off-site for special-status species to mitigate impacts to special-status species.
 - Enhance existing habitat values, particularly for special-status species, through restoration and replanting of native plant species as part of discretionary permit review and approval.
 - Require temporary or permanent buffers of adequate size (based on the requirements of the subject special-status species) to avoid nest abandonment by birds and raptors associated with construction and site development activities.
 - Demonstrate compliance with applicable provisions and regulations of recovery plans for federally listed species.
- Policy CON-14: To offset possible losses of fishery and riparian habitat due to discretionary development projects, developers shall be responsible for mitigation when avoidance of impacts is determined to be infeasible. Such mitigation measures may include providing and permanently maintaining similar quality and quantity habitat within Napa County, enhancing existing riparian habitat, or paying in-kind funds to an approved fishery and riparian habitat improvement and

acquisition fund. Replacement habitat may occur either on-site or at approved off-site locations, but preference shall be given to on-site replacement.

- Policy CON-16: The County shall require a biological resources evaluation for discretionary projects in areas identified to contain or potentially contain special-status species based upon data provided in the Baseline Data Report (BDR), California Natural Diversity Database (CNDDDB), or other technical materials. This evaluation shall be conducted prior to the approval of any earth-moving activities. The County shall also encourage the development of programs to protect special-status species and disseminate updated information to state and federal resource agencies.

Napa County Code – Chapter 18, Conservation Regulations. This section of the Napa County Code is intended to protect the public health, safety and community welfare, preserve the county’s natural resources, provide environmental protection to those natural resources (e.g., flora, fauna, and aquatic, and their respective habitat). These regulations apply to all zoning districts in the county. In general, construction of structures, earthmoving activity, grading or removal of vegetation is prohibited within stream setback areas unless specifically permitted.

For intermittent and perennial streams,¹³ the minimum stream setback is 35 ft. Additionally, the planning director may require the installation and maintenance of construction fencing or other means of demarcation that protects stream setback areas, wetlands, wildlife corridors, sensitive areas, and other protected features from intrusion or disturbance during land clearing and earth-moving activities.

IMPACT ANALYSIS

IV.a) Less Than Significant Impact. Most of the Proposed Project area is paved or developed with existing buildings. According to the Biological Resource Assessment (BRA) conducted for the Proposed Project (**Appendix B**), the project area does not support sufficient habitat for most state protected special-status species (**Table 14**). No species listed under the FESA have been determined to be present in the project area.

TABLE 14
Special-Status Species
Napa County Airport

Species	Status			Habitat	Potential for Occurrence in the study area
	Federal	State	CNPS		
<i>Plants</i>					
Diablo helianthella (<i>Helianthella castanaea</i>)	-	-	1B.2	Broadleafed upland forest; chaparral; cismontane woodland; coastal scrub; riparian woodland; valley and foothill grassland	Unlikely. Occurs in open grasslands, but not observed in any field survey in the Proposed Project area.

¹³ An “intermittent stream” is defined as “any natural channel with defined bed and banks containing flowing water or showing evidence of having contained flowing water, such as deposit of rock, sand, gravel, or soil. (*Napa County Code* Chapter 18.1085.030 - Definitions (https://library.municode.com/ca/napa_county/codes/code_of_ordinances?nodeId=TIT18ZO_CH18.108CORE_18.108.030DE))

TABLE 14 (Continued)
Special-Status Species
Napa County Airport

Species	Status			Habitat	Potential for Occurrence in the study area
	Federal	State	CNPS		
Plants (continued)					
Pale yellow hay-field tarplant (<i>Hemizonia congesta congesta</i>)	-	-	1B.2	Valley and foothill grassland 0.20 to 560 meters.	Unlikely. Occurs in open grasslands, but not observed in any field survey in the Proposed Project area.
Fragrant fritillary (<i>Fritillaria liliacea</i>)	-	-	1B.2	Coastal prairie, coastal scrub; valley and foothill grassland; often serpentine.	Unlikely. Marginal habitat in grassy areas that are regularly mowed. Not detected during field surveys.
Amphibians					
Foothill yellow-legged frog (<i>Rana boylei</i>)	-	CC		Found in partially shaded, shallow streams with rocky substrates. Needs some cobble-sized rocks as substrate for egg-laying. Requires water for 15 weeks for larval transformation.	Unlikely. Very marginal habitat in Fagan Creek. Not observed during field survey.
Reptiles					
Western pond turtle (<i>Actinemys marmorata</i>)	-	SSC	-	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs suitable basking sites and upland habitat for egg laying.	Possible. May occur in slow-moving reaches of Fagan Creek. Not observed during the field survey.
Birds					
White-tailed kite (<i>Elanus leucurus</i>)	-	CFP	-	Found in lower foothills and valley margins with scattered oaks along river bottomlands or marshes adjacent to oak woodlands. Nests in dense tops.	Unlikely. Marginal nesting habitat among the large trees of Fagan Creek and nearby eucalyptus. Not observed during field survey.
Swainson's hawk (<i>Buteo swainsoni</i>)	-	CT	-	Breeds in open area with scattered trees; prefers riparian and sparse oak woodland habitats. Requires nearby grasslands, grain fields, or alfalfa for foraging. Rare breeding species in Central Valley.	Unlikely. Marginal nesting habitat in the taller trees in the Proposed Project study area. Not observed during the field survey.

TABLE 14 (Continued)
Special-Status Species
Napa County Airport

Species	Status			Habitat	Potential for Occurrence in the study area
	Federal	State	CNPS		
<i>Birds (continued)</i>					
Burrowing owl (<i>Athene cunicularia</i>)	-	SSC	-	Found in annual grasslands. Nest in burrows dug by small mammals, primarily ground squirrels.	Unlikely. Study area contains marginal habitat. Not observed during field survey.

Source: Salix Consulting, Inc. 2020 (**Appendix B**)

State Protection:

SCC = California Candidate

CFP = California Fully Protected

CT = California Threatened

SSC = California Species of Concern

CNPS = California Native Plant Society (Rank 1B = Rare, Threatened, or Endangered in California)

Definitions for the Potential to Occur:

Possible = marginal to suitable habitat occurs, and the study area occurs within the range of the species.

Unlikely = some habitat may occur, but disturbance may restrict/eliminate the possibility of occurrence. Habitat may be very marginal, or study area is outside range of species.

The Proposed Project area has been previously disturbed, is vegetated with ruderal vegetation, and has only marginal conditions present for one California Species of Concern: the western pond turtle (*Actinemys marmorata*). This species could be present in the slow-moving reaches of Fagan Creek as it generally inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. However, the western pond turtle was not observed during an April 2020 field visit for the BRA. Although the Proposed Project does not include construction in Fagan Creek and, thus, impacts to the western pond turtle are Less than Significant, avoidance and minimization measures will be incorporated to ensure there will be no impact on the creek’s habitat per General Plan Policies CON-13 and CON-14.

Migratory songbirds were observed during the field study in areas adjacent to the Proposed Project site. Such avian species include the red-winged blackbird, Brewer’s blackbird, white-crowned sparrow, house finch, American crow, black phoebe, mourning dove, American robin, and the turkey vulture. Additionally, raptors may forage in the ruderal annual grassland of the study area. Near the beacon, tall eucalyptus trees are present which provide roosting habitat. Take permits and/or avoidance measures are required by federal and/or state law (i.e., MBTA and/or the California FGC §3513). Therefore, impacts or migratory birds will be Less than Significant.

Avoidance and Minimization Measures

Although no sensitive species have been identified in the Proposed Project disturbance area and, thus, potential impacts are Less than Significant, the following avoidance and minimization measures will be incorporated, if applicable to the project based on its final design and construction schedule:

- If any disturbance to Fagan Creek becomes necessary, a survey for the western pond turtle will be performed by a qualified biologist prior to any construction activities. If turtles are detected, they will be relocated to a safe reach of the same creek prior to the initiation of construction activity. Replacement habitat of like quantity and quality on- or off-site for the western pond turtle will be provided per General Plan Policies CON-13 and CON-14, if necessary.
- To avoid take under the MBTA and/or California FGC §3513, either a take permit from the USFWS and/or CDFW will be obtained or a pre-construction survey will be conducted, if any tree removal or adjacent construction activity will take place during breeding/nesting season (generally February 1 through August 31). If required, the survey will be undertaken by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, the USFWS and/or CDFW will be contacted to determine appropriate avoidance measures. This would include requiring temporary or permanent buffers of adequate size (based on the requirements of the subject special-status species) to avoid nest abandonment by birds and raptors associated with construction and site development activities per General Plan Policy CON-13.

IV.b and c) Less Than Significant Impact. The Proposed Project will have a Less than Significant impact on riparian habitat and/or state or federally protected wetlands. Based on preliminary drainage design, the Proposed Project area may have up to two outfalls into Fagan Creek and could have minor impacts to the creek corridor and riparian vegetation. However, depending on the final design of the Proposed Project, a Section 404 Permit, a 401 Certification, and/or Lake and Streambed Alteration Agreement (1602) will be required, as appropriate. The regulatory agencies will require avoidance and/or minimization measures to prevent significant impacts from occurring as conditions of the appropriate permit.

IV.d) Less Than Significant Impact. The Proposed Project will not affect native resident or migratory fish or wildlife species or their travel corridors.

IV.e) Less Than Significant Impact. Although the general area around Fagan Creek has slopes under one percent, Napa County’s Conservation Regulations may call for a stream setback of 35 ft from the top of bank for construction projects. However, Fagan Creek, which is a perennial stream, is not on the list of creeks requiring setback in the county’s *Implementation Guide - Water Quality and Tree Protection Ordinance*. In any case, no proposed development will occur in the 35-ft setback, and any setbacks from Fagan Creek that are mandated by the 2019 Napa County Water Quality and Tree Protection Ordinance (WQTPO) will be incorporated into the project’s final design.

The eucalyptus and ornamental trees that will be removed by the Proposed Project are not included in the definition of “vegetation canopy cover” of the WQTPO. According to the WQTPO, “vegetation canopy cover” is defined as the biotic communities classified as oak woodland, riparian oak woodland, or coniferous forest based on the current *Manual of California Vegetation* and as described in the Napa County Baseline Data Report.

The airport is not located in a municipal watershed or in an Agricultural Watershed zoning district.

IV.f) No Impact. The Proposed Project is not located in an adopted conservation plan area.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

A cultural resource may be considered significant at the federal, state, and/or local levels. There are varying criteria to be listed on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

Federal Regulations

National Register of Historic Places. The National Park Service administers the NRHP inventory, which is considered “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR §60.2). To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of our history (Criterion A);
- It is associated with the lives of persons who are significant in our past (Criterion B);
- It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C); and/or

- It has yielded, or may be likely to yield, information important in prehistory or history (Criterion D). Ordinarily, cemeteries, birthplaces, or graves of historic figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

State Regulations

California Register of Historical Resources. Like the NRHP, the CRHR is an authoritative guide intended for use by state and local agencies, private groups, and citizens to identify historical resources, as well as to maintain listings of the state's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change. The term "historical resources" includes a resource listed in, or determined to be eligible for listing in, the CRHR; a resource included in a local register of historic resources; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (CEQA Guidelines §15064.5[a]). The criteria for listing properties in the CRHR were expressly developed in accordance with previously established criteria developed for listing in the NRHP.

According to PRC §5024.1(c)(1–4), a resource may be considered historically significant (i.e., it may be listed in the CRHR) if it retains integrity and meets at least one of the following criteria:

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

Under CEQA, if an archaeological site is not a historical resource but meets the definition of a "unique archaeological resource" as defined in PRC §21083.2, then it should be treated in accordance with the provisions of that section. A "unique archaeological resource" is defined as follows:

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:

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

Resources that neither meet any of these criteria for listing on the CRHR nor qualify as a “unique archaeological resource” under CEQA PRC §21083.2 are viewed as not significant. Under CEQA, “A non-unique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects” (PRC §21083.2[h]).

Local Regulations

Napa County General Plan. The General Plan addresses the cultural and historic resources in the Community Character Element under the subtitle “Cultural and Historic Resources.” The General Plan defines cultural resources as “archaeological resources, whether they involve pre-historic or historic sites,” while historic resources are “qualifying building and landscape elements, such as walls or bridges.”

Cultural Resources Goals

Goal CC-4: Identify and preserve Napa County’s irreplaceable cultural and historic resources for present and future generations to appreciate and enjoy.

Cultural Resources Policies

- Policy CC-26.5: When discretionary projects involve potential historic architectural resources, the County shall require an evaluation of the eligibility of the potential resources for inclusion in the NRHP and the CRHR by a qualified architectural historian. When historic architectural resources that are either listed in or determined eligible for inclusion in the NRHP or the CRHR are proposed for demolition or modification, the County shall require an evaluation of the proposal by a qualified preservation architect to determine whether it complies with the Secretary of the Interior’s Standards for Preservation Projects. If the proposal is determined not to comply with the Secretary of the Interior’s Standards, the preservation architect shall recommend modifications to the project design for consideration by the County and for consideration and possible implementation by the project proponent. These recommendations may include modification of the design, re-use of the structure, or avoidance of the structure.

IMPACT ANALYSIS

V.a) No Impact. What is now known as the Napa County Airport was originally constructed in 1942-1943 as the Napa Flight Strip for use as an emergency landing airfield for military aircraft on training flights.

The main taxiway and primary and crosswind runways were constructed in 1942 with federal funds on land owned by Napa County. In late 1945, after the end of the war, the War Department granted the airfield to Napa County for civil use, establishing the Napa County Airport. Prior to the opening of the airport, a survey and inventory were conducted by the U.S. Army to account for any existing buildings and facilities remaining at the airfield. According to this 1945 inventory, there were no buildings or facilities (no hangars, shops, etc.) or associated structures (such as towers) present at the time (SWCA 2020).

In the last 50 years, the Napa County Airport has consistently undergone repairs, renovations, expansions, and improvements. Most of these consisted of the construction or extension of new hangars, aprons, runways, and taxiways. The most recent renovations to the airport were the 2019 repaving of the runway and re-calibration of the runway call sign, establishing the newer, more accurate magnetic compass (SWCA 2020).

As per Policy CC-26.5 of the *Napa County General Plan*, an intensive-level pedestrian survey of the project area and archival research of eight buildings or structures planned for demolition were conducted by a qualified archaeologist and architectural historian, respectively. Seven of the eight may be at least 45 years of age; the last, No. 28, was constructed in 2004 (**Table 3**). However, neither the airport property as a whole nor the individual buildings appear to be eligible for listing in the NRHP and the CRHR under Criteria A/1, B/2, C/3, and D/4, respectively (SWCA 2020).

V.b-c) Less than Significant Impact. The Proposed Project will occur within developed portions of the existing airport and does not have the potential to cause substantial adverse changes to archaeological resources or human remains. An intensive pedestrian archaeological survey of the project study area was conducted by a qualified archaeologist in May 2020. No archaeological resources were identified within the study area as a result of the pedestrian field survey. In addition, a records search at the Northwest Information Center (NWIC) at Sonoma State University, which is the local California Historical Resources Information System (CHRIS) repository, was conducted. The records search revealed that the entire study area had been previously subjected to cultural resources study and that no previously identified archaeological resources are within the study area (SWCA 2020).

Avoidance and Minimization Measures

Although most of the project site is covered with pavement or structures so the soil under the pavement cannot be inspected for unknown cultural resources, these areas have been previously disturbed by airport development and, thus, significant cultural resources are not anticipated to be impacted. However, per federal and state regulations, the airport will require the contractor to follow standard protocols for the discovery of unanticipated cultural resources, if needed.

- If any buried and/or previously unidentified cultural materials are encountered during project construction, work shall cease immediately at that location and the Airport shall notify both the FAA and the State Historic Preservation Officer as soon as possible to determine an appropriate course of action.

VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

State Regulations

State Renewable Energy Goal. In 2002, the state established its Renewables Portfolio Standards (RPS) Program (Senate Bill [SB] 1078), with a goal to increase renewable energy use in the state’s electricity mix to 20 percent of retail sales by 2017. Over the years since this RPS Program was put into place, various governors have signed several reiterations and goals. In September 2018, Governor Brown updated the RPS Program requiring 60 percent of retail sales from renewable resources by 2030, and 100 percent by 2045 (SB 100).

Local Regulations

Napa County General Plan. The General Plan addresses energy conservation goals and policies in the Conservation Element under subsection “Climate Protection and Sustainable Practices for Environmental Health Goals and Policies.”

Climate Protection and Sustainable Practices for Environmental Health Goals

Goal CON-16: *Promote the economic and environmental health of Napa County by conserving energy, increasing the efficiency of energy use, and producing renewable energy locally.*

Climate Protection and Sustainable Practices for Environmental Health Policies

- Policy CON-67: The County shall promote and encourage “green building” design, development, and construction through the achievement of Leadership in Energy and Environmental Design (LEED) standards set by the U.S. Green Building Council, the Green Point Rated system standards set by Builditgreen.org, or equivalent programs. Actions in support of this policy shall include:
 - Audit current County practices to assess opportunities and barriers to implementation of current sustainable practices.
 - Amend the County Code as necessary to remove barriers to and encourage “green” construction.
 - Develop new County buildings as “green buildings,” utilizing sustainable construction and practices.
 - Encourage all new large development projects and major renovation of existing facilities to be based on Green Building Council standards utilizing sustainable construction and practices to achieve a minimum LEED rating of Silver, or comparable level on the Green Point Rated system per standards set by Builditgreen.org or other comparable updated rating systems.
 - Support state and federal incentive programs that offer rebates and cost sharing related to the implementation of “green building” standards and LEED certification.

IMPACT ANALYSIS

VI.a-b) Less Than Significant Impact. The Proposed Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency. During construction, energy use will result from the operation of on-road and off-road equipment and vehicles. On-road sources of energy consumption include the fuel consumption from: construction workers driving to and from the airport; delivery vehicles transporting materials to and from the airport; earth removal activities both on and off the airport; and construction debris removal (i.e., solid waste hauled off the airport). Off-road sources of energy consumption include the fuel consumption for equipment during each phase of construction.

Construction of each phase will be completed in the most efficient way possible to reduce unnecessary energy consumption. As previously discussed in Section III. Air Quality, *In-Use Off-Road Diesel-Fueled Fleets Regulations* (CARB 2016) applies to all self-propelled off-road vehicles that are 25 hp or more, as well as most two-engine vehicles.

Based on the CalEEMod outputs in the air quality analysis for this IS, the Proposed Project will require an estimated 799,046 kilowatt hours (kWh) per year of electricity and 2,622,065 kilo-British thermal units of natural gas (kBtu) per year once the project is completed and operational (**Table 15**). This estimate is based on the net increase (in square feet) of the new FBO development space and restaurant, and the energy required to light, heat, cool, and provide energy sources for other building functions.

TABLE 15
Estimated Annual Operational Energy Use (without energy efficiency measures)

Project Component	Electricity Use (kWh/yr)	Natural Gas (kBtu/yr)
Redevelopment Phase (operational 2022)	799,046	2,622,065
Apron Reconstruction (operational 2023)	0	0
TOTAL	799,046	2,622,065

Source: CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

kWh/yr = kilowatt hour per year

kBTU/yr = kilo-British thermal unit per year

LEED certification per Policy CON-67 is not typically applied to airport hangars. However, per Goal CON-16, as well as CCR, Title 24, part 11, all new buildings will be constructed to meet the California Green Building Standards Code (CALGreen). CALGreen includes mandatory measures for nonresidential development in a variety of categories, one of which relates to materials conservation and resource efficiency. CCR, Title 24, part 6 building regulations will apply to all new development or redevelopment, including: compliance with American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 90.1 national standards; efficiency requirements for elevators and digital controls; and energy efficiency measures pertaining to building envelopes, mechanical systems, lighting (indoor, outdoor, and signage), electrical power distribution, and solar readiness.

VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input 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 direct or indirect risks of life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

State Regulations

California Earthquake Hazards Reduction Act. The California Earthquake Hazards Reduction Act was enacted to address California’s susceptibility to earthquakes through mitigation, preparedness, response,

and recovery. The risk of life and property is especially significant near the San Andreas fault, where rapid growth and population increases have occurred in the state's largest urban centers. Earthquake hazard reduction measures include, but are not limited to, improving design and construction methods and practices, implementing land use and redevelopment planning, and improving emergency response and management systems.

Local Regulations

Napa County General Plan. Seismic and geologic hazards are addressed in the Safety (SAF) Element of the General Plan. The nearest active fault is the West Napa Fault, an Alquist-Priolo fault line. This fault line is oriented in a north/south manner across airport property, starting just north of the airport traversing south into the City of American Canyon.

Per the General Plan, seismic-related concerns (including liquefaction and subsidence) are considered a substantial risk for the airport and the Proposed Project area. The airport and Proposed Project area have the potential to be affected by significant seismic events from the following major regional fault systems:

- West Napa Fault
- Rodgers Creek Fault
- Green Valley Fault
- Northern Hayward Fault
- San Andreas Fault

Applicable goals and policies of the Safety Element include:

Safety Goals

Goal SAF-2: To the extent reasonable, protect residents and businesses in the unincorporated area from hazards created by earthquakes, landslides, and other geologic hazards.

Safety Policies

- Policy SAF-8: Consistent with County ordinances, require a geotechnical study for new projects and modifications of existing projects or structures located in or near known geologic hazard areas, and restrict new development atop or astride identified active seismic faults in order to prevent catastrophic damage caused by movement along the fault. Geologic studies shall identify site design (such as setbacks from active faults and avoidance of on-site soil-geologic conditions that could become unstable or fail during a seismic event) and structural measures to prevent injury, death and catastrophic damage to structures and infrastructure improvements (such as pipelines, roadways and water surface impoundments not subject to regulation by the Division of Safety of Dams of the California Department of Water Resources) from seismic events or failure from other natural circumstances.

Napa County Code – Chapter 18, Conservation Regulations. No earthmoving activity, grading, improvement, or construction of a structure for nonagricultural uses is permitted to start until the Proposed Project complies with the NPDES program. Other factors to consider include:

- The site is to be developed in phases of “workable size” that can be completed in a single construction season.
- Vegetation removal is to be limited to the least amount of vegetation required to accommodate the project, and if in compliance with the NPDES program. No adverse impact to threatened or endangered plant or animal habitats are permitted.
- Temporary vegetative control measures are permitted while permanent vegetation is growing to stabilize the soil.
- When a building permit is required, erosion control measures must be in place prior to the issuance of the permit, and those erosion control measures must be maintained throughout the project.
- Grading and earthmoving activities on slopes greater than five percent are only permitted between April 1 and October 15.

Napa County Operational Area Hazard Mitigation Plan (2013 Update). The *Napa County Operational Area Hazards Mitigation Plan (NCOAHM)* is a multi-jurisdictional plan to reduce and eliminate future loss of life and property which could result from a natural disaster. Originally drafted in 2004, and later updated in 2013, the NCOAHM profiled hazards common to Napa County, and set out how to address, respond, and mitigate them. Such hazards facing the county include flooding, fires, earthquakes, and landslides. The goals of the plan include:

- Protect life and property
- Ensure emergency services are available to respond to disasters
- Increase public awareness and understanding of mitigation efforts
- Protect critical infrastructure and community assets
- Strengthen communication
- Promote resiliency and a sustainable economy

According to the NCOAHM, earthquakes pose a moderate risk to the county. According to the NCOAHM plan, the West Napa Fault line poses the greatest threat to the county. Although the region is susceptible to seismic activity, great efforts have been made over the past 20 years to decrease the likelihood of loss of life and property with actions such as the passing of the Seismic Retrofit Ordinance and 2010 California Uniform Building and Fire Codes.

As of the date of this Initial Study, the NCOAHM is in the process of being updated.

IMPACT ANALYSIS

VII.a-f) Less than Significant Impact. As previously stated, the airport is within a known earthquake active fault zone. According to the California Geological Survey (CDC website 2020), the West Napa Fault is located on airport property and is considered an Alquist-Priolo Special Fault Study zone (**Exhibit 12**). However, the Proposed Project is not located within the West Napa Fault line, and the scope of work for the Proposed Project does not include significant drilling, boring, or blasting which will impact or agitate the fault line. By law, all structures, including FBO buildings and hangars, must be constructed to the appropriate building standards. Thus, Less than Significant impacts related to earthquakes and ground-shaking concerns would occur.

In addition, soil-related issues will be Less than Significant for the following reasons:

- The project area has little risk for soil erosion since the airport is located on moderately level ground. In addition, during construction activities best management practices, such as erosion and sediment control outlined in FAA Advisory Circular (AC) 150/5370-10H, *Standard Specifications for Construction of Airports*, Item C-102, *Temporary Air and Water Pollution, Soil Erosion and Siltation Control* (FAA 2018a), will be implemented.
- The project location is not located on unstable soil or soil that will be unstable as a result of the project. The project is located within an existing airfield, in service since the 1940s, which is relatively level.
- The Proposed Project is not located on expansive soil. Soils on airport property are loamy in nature, which is typically well-drained soil and not subject to expansion. According to the USDA-NRCS Web Soil Survey (USDA-NRCS website 2020), loam soil is defined as soil material that is 7 to 27 percent clay particles, 28 to 50 percent silt particles, and less than 52 percent sand particles.
- No septic tanks are proposed with this project.
- This Proposed Project will not affect any unique paleontological resource/site or unique geologic feature. All project areas have been previously disturbed by airport use and construction.

The Proposed Project will comply with General Plan Policy SAF-8 and Chapter 18, “Conservation Regulations.”



Source: ESRI Basemap Imagery (2018), USGS.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

REGULATORY SETTING

Federal Regulations

There are not widely established or readily accepted thresholds of significance for greenhouse gases (GHG) emissions for airport-related projects. As outlined in FAA's *Aviation Emissions and Air Quality Handbook* (FAA 2015: p. 15), "GHG emissions associated with aviation are principally in the form of carbon dioxide (CO₂) and are generated by aircraft, auxiliary power units (APUs), ground service equipment (GSE), motor vehicles, and an assortment of stationary sources. For the most part, CO₂ emissions from these sources arise from the combustion of fossil fuels (e.g., jet fuel, Avgas, diesel, gasoline, compressed natural gas [CNG]) and are emitted as by-products contained in engine exhausts. Other GHGs associated with airport operations include methane (CH₄) and nitrous oxide (N₂O), water vapor (H₂O), soot, and sulfates - but are emitted by airports to a far lesser extent than CO₂. Emissions of HFCs (hydrofluorocarbons), PFCs (perfluorinated chemicals), and SF₆ (sulfur hexafluoride) are commonly linked with refrigeration, air conditioning, and other coolants."

In terms of U.S. contributions, the U.S. Government Accountability Office (GAO) reports that "domestic aviation contributes about 3 percent of total carbon dioxide emissions, according to EPA data," compared with other industrial sources, including the remainder of the transportation sector (20 percent) and power generation (41 percent) (U.S. GAO 2009). The International Civil Aviation Organization (ICAO) also estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally (ICAO 2010).

State Regulations

State GHG Reduction Targets. Executive Order (E.O.) S-3-05, signed on June 1, 2005, established state GHG emissions reduction targets and created a coordination and monitoring process involving the Secretary of the California Environmental Protection Agency (CalEPA) and heads of other state agencies to meet the reduction targets. The identified statewide reduction targets include reducing GHG emissions to 1990 levels by 2020 and reducing GHG emissions to 80 percent below 1990 levels by 2050.

The *California Global Warming Solutions Act of 2006* (AB 32) established a statewide cap on GHG emissions in 2020, based on 1990 levels, to ensure that the provisions of E.O. S-3-05 are met. AB 32 required CARB to prepare a scoping plan to outline an approach to reduce GHG emissions in California to meet this goal. CARB approved the first scoping plan in 2008, which was updated in 2013.

On September 8, 2016, the California Governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 is intended, in part, to put the state on the right track to achieve the 2050 reduction target set forth in E.O. S-3-05. SB 32 requires CARB to develop technologically feasible and cost-effective regulations to achieve the targeted 40 percent GHG emissions reduction.

The *Sustainable Communities and Climate Protection Act of 2008* (SB 375). SB 375 requires CARB to set regional targets for GHG emissions reduction through regional transportation, housing, and land use planning. Under SB 375, in 2010 CARB set GHG reduction targets for 2020 and 2035 for all major California metropolitan areas. In 2018, these reduction targets were updated, but maintained the timeline set in 2010. Each metropolitan region is also required to prepare a Sustainable Communities Strategy (SCS) which incorporates transportation, housing, and land use planning strategies to reduce local GHG emissions. Napa County falls under the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) regional planning agencies. **Table 16** below highlights CARB’s regional planned GHG reduction targets for the San Francisco Bay area (which includes Napa County in its regional reduction targets).¹⁴

TABLE 16
San Francisco Bay Area Regional Greenhouse Gas Reduction Targets^a

	2020	2035
MTC/ABAG	-10%	-19%

Source: CARB website 2020c

^a Target GHG reduction updated as of October 1, 2018

MTC = Metropolitan Transportation Commission

ABAG = Association of Bay Area Governments

California’s 2017 Climate Change Scoping Plan: The Strategy for Achieving California’s 2030 Greenhouse Gas Target (Scoping Plan). CARB adopted this Scoping Plan in late 2017, which calls for emissions reductions at the state level that meet or exceed the statewide 2030 GHG target, and notes that additional effort will be needed to maintain and continue GHG reductions to meet both the 2030 and long-term (2050) targets. Goals and policies for the transportation sector include transitioning the state’s transportation system to one powered by zero emission vehicles and reducing GHGs for all vehicles (light-duty as well as medium- and heavy-duty vehicles). Reductions in vehicle miles traveled (VMT) is to be achieved, in part, by continued implementation of the *Sustainable Communities and Climate Protection Program of 2008* (SB 375) (CARB 2017).

¹⁴ Regional greenhouse gas emissions reduction targets were approved by CARB at the September 23, 2010 and March 22, 2018 Board Hearings (CARB website 2019c).

Regional and Local Regulations

Bay Area Air Quality Management District. In May 2017, the BAAQMD published *CEQA Air Quality Guidelines* (Guidelines) to aid lead agencies to evaluate air quality impacts of their projects and plans within the SFBAAB (BAAQMD 2017a). These Guidelines are in place to provide BAAQMD-recommended procedures to evaluate a CEQA-consistent evaluation of a project’s air quality impacts during the environmental review process. (Note: The Guidelines are undergoing revision at this time.)

The current BAAQMD thresholds are outlined in **Table 17**. If a project generates GHG emissions above the threshold level, then the project will be considered to substantially contribute to a cumulative impact and will be deemed significant.

TABLE 17
Greenhouse Gas Thresholds of Significance for Land Use Development
Bay Area Air Quality Management District

Critical Pollutant on a Project Level	Construction-Related	Operational-Related
GHGs for land use development projects	None	1,100 MT of CO ₂ e/year

Source: BAAQMD 2017a, Table 2-1.
 MT = metric tons
 CO₂e = carbon dioxide equivalent

Plan Bay Area 2040. The *Plan Bay Area 2040* (Plan 2040) is the regional response to the state-mandated transportation and regional sustainable community strategy plan (see SB 375 above), drafted in cooperation by the MTC and ABAG. Plan 2040 outlines the long-term GHG reduction strategies set by CARB for the Bay Area metropolitan region. Plan 2040 provides policies to comply with 2010 CARB GHG-reduction targets by reducing per-capita CO₂ emissions by 15 percent from passenger vehicles and light-duty trucks (then-CARB GHG-reduction targets were 7 percent and 15 percent for 2020 and 2035, respectively). While Plan 2040 does not comply with current GHG-reduction targets established by CARB in 2018, an update of the plan (*Plan Bay Area 2050*) is in process by MTC and ABAG to address updated GHG-emission reduction targets and is scheduled to be adopted in 2021.

Vision 2040: Moving Napa Forward. The *Vision 2040: Moving Napa Forward* (Vision 2040) plan is a 25-year transportation planning effort originally approved in 2015. Vision 2040 delineates concerns, goals, and objectives relating to transportation and financially related issues to plan future projects to improve the county transportation system.

SB 375, as previously discussed, requires regional planning agencies to establish procedures to reduce GHG emissions as part of the transportation planning process. The GHG-related goal and supporting objectives outlined in Vision 2040 include:

Goal 5: Minimize the energy and other resources required to move people and goods.

Objectives

1. Prioritize projects that will reduce GHGs.
3. Reduce the growth of automobile vehicle miles traveled (VMT) by shifting trips to other modes.
5. Invest in improvement to the transportation network that serve land use, consistent with SB 375.

Napa County General Plan. The Napa County Planning Department has been under a multi-year, multi-jurisdictional process of drafting a countywide Climate Action Plan (CAP) and has undergone multiple public meetings and revisions. At this time, the county has implemented a Voluntary Best Management Practice Checklist for Development Projects, which aims at lowering GHG during the construction process.

Climate and GHG goals and policies can also be found in the Conservation Element of the General Plan under the subheading of “Climate Protection and Sustainable Practices for Environmental Health Policies.”

Climate Protection and Sustainable Practices for Environmental Health Goals

Goal CON-15: Reduce emissions of local greenhouse gases that contribute to climate change.

Goal CON-17: Reduce air pollution and reduce local contributions to regional air quality problems, achieving and maintaining air quality in Napa County which meets or exceeds state and federal standards.

Climate Protection and Sustainable Practices for Environmental Health Policies

- Policy CON-65: The County shall support efforts to reduce and offset greenhouse gas emissions and strive to maintain and enhance the County’s current level of carbon sequestration functions through the following measures:
 - Consider GHG emissions in the review of discretionary projects. Consideration may include an inventory of GHG emissions produced by the traffic expected to be generated by the project, any changes in carbon sequestration capacities caused by the project, and anticipated fuel needs generated by building heating, cooling, lighting systems, manufacturing, or commercial activities on the premises. Projects shall consider methods to reduce GHG emissions and incorporate permanent and verifiable emission offsets.
- Policy CON-77: All new discretionary projects shall be evaluated to determine potential significant project-specific air quality impacts and shall be required to incorporate appropriate design, construction, and operational features to reduce emissions of criteria pollutants regulated by the state and federal governments below the applicable significance standard(s) or implement alternate and equally effective mitigation strategies consistent with BAAQMD’s air quality improvement programs to reduce emissions.

IMPACT ANALYSIS

VIII.a) Less Than Significant Impact. The Proposed Project will temporarily generate GHG emissions during the construction phases. Once the Proposed Project is constructed, the generation of project-related GHGs will be associated with utilities needed to operate the FBOs, lighting, and fuel combustion from vehicular or aircraft operations associated with the Proposed Project.

Temporary Construction GHGs. Estimated project construction GHGs have been modeled using CalEEMod. The resulting reports are on file with the airport. The information presented in **Table 18** identifies the total project-related GHGs (in metric tons per year [MT/yr]) calculated by CalEEMod for each GHG per calendar year of construction. These amounts are then multiplied by the global warming potential (GWP) for each GHG to determine the final carbon dioxide equivalent (CO₂e) total for that calendar year. (CO₂e factors in the individual GWPs for CO₂, CH₄, and N₂O. This allows the computation of overall global warming impacts by accounting for how much energy the emissions of one ton of a particular gas would absorb over a given period of time compared to the emissions of one ton of CO₂.)

As shown in the table, the first year of construction (2021), which is expected to produce the greatest amount of CO₂e, could result in approximately 390.5 MT of CO₂e. The second year of construction (2022) is anticipated to produce approximately 301.4 MT of CO₂e, followed by an estimated 122.2 MT of CO₂e in the third year of construction (2023). These are temporary GHG impacts. Construction activity is assumed to occur throughout the state and/or individual regions and are not generally included in the overall GHG goals of the state. BAAQMD does not mandate a CO₂e threshold for construction-related activities on land use development projects.

TABLE 18
Estimated Project Construction-Related Greenhouse Gas (GHG) Emissions (Metric Tons per Year)

Phase	CO ₂	CH ₄	N ₂ O	Total CO ₂ e ^a
GWP	1	36	298	
Year 2021				
Airport Redevelopment	383.3	0.1	0.0	
2021 Total CO₂e	383.3	7.2	0.0	390.5
Year 2022				
Airport Redevelopment	294.2	0.1	0.0	
2022 Total CO₂e	294.2	7.2	0.0	301.4
Year 2023				
Apron Reconstruction	122.2	<0.0	0.0	
2023 Total CO₂e	122.2	0.0	0.0	122.2

Source: CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis); U.S. EPA website 2020c

^a CO₂e totals account for the GWP of each GHG. Final CO₂e numbers may differ slightly from those shown in the reports generated by CalEEMod, due to rounding of numbers.

CO₂e = carbon dioxide equivalent

GWP = global warming potential

Long-Term Operational GHGs. **Table 19** illustrates the total net annual GHG emissions from the project once fully operational. Each phase of the Proposed Project was individually modeled through CalEEMod as it becomes operational. At full buildout, all the individual elements of the project are summed for a total annual GHG emission output for the project.

The Proposed Project’s net operational GHG emissions are estimated to be 821.0 MT/yr once the project is completely occupied and functional. However, it should be noted that CalEEMod does not have a land use for general aviation airport FBOs. (See also discussion under Section III, Air Quality.) Therefore, a “Light Industrial” land use was substituted for the airport FBOs and maintenance/operations building in the CalEEMod program. Another 1,100 square feet of “Quality Restaurant” was also included in the model to account for the proposed net increase in this type of land use due to the Proposed Project. While considered acceptable proxies for the energy needs of the new building space (and thus associated GHG emissions), these default CalEEMod land uses are not good proxies for the number of new employees, overall vehicular trips, and associated VMT. Because much of the Proposed Project’s activity will occur via aircraft, those mobile GHG sources were modeled separately; the default CalEEMod values for vehicular trips were reduced by 50 percent.

TABLE 19
Estimated Project Non-Aircraft Operational Greenhouse Gas (GHG) Emissions (Metric Tons per Year)

Phase	CO ₂	CH ₄	N ₂ O	Total CO ₂ e ^a
GWP	1	36	298	
Airport Redevelopment (operational 2022)	745.4	2.1	<0.0	
Total CO₂e	745.4	75.6	<0.0	821.0
Apron Reconstruction (operational 2023)	<0.0	<0.0	0.0	
Total CO₂e	<0.0	<0.0	0.0	<0.0
Proposed Project Total CO₂e	745.4	75.6	<0.0	821.0

Source: CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis); U.S. EPA website 2020c

^a CO₂e totals account for the GWP of each GHG. Final CO₂e numbers may differ slightly from those shown in the reports generated by CalEEMod, due to rounding of numbers.

CO₂e = carbon dioxide equivalent

GWP = global warming potential

Aircraft-Related Operational Emissions. **Table 20** summarizes the operational aircraft-related GHG emissions calculated for the existing condition and a future scenario with the Proposed Project. The AEDT modeling software was employed to determine the GHG output for aircraft operations under existing conditions and in the future with the Proposed Project. (See the discussion under Section III, Air Quality regarding the AEDT model.) As noted in **Table 20**, future aircraft operational GHG emissions with the Proposed Project are estimated to be 2,303.5 CO₂e for a net increase of 201.8 MT/yr.

TABLE 20
Estimated Project Aircraft Operational Greenhouse Gas (GHG) Emissions (Metric Tons per Year)

	CO ₂	CH ₄	N ₂ O	Total CO ₂ e ^a
Existing Condition (2020)	2,101.7	-	-	2,101.7
Future with Proposed Project (2023)	2,303.5	-	-	2,303.5
Net Change in Aircraft GHG Emissions^a	201.8			201.8

Sources: AEDT (Coffman Associates, Inc. analysis)

NOTE: AEDT does not calculate CH₄ or N₂O emissions.

^a As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase isolates those emissions directly associated with the Proposed Project.

Table 21 combines the net increase in aircraft operational GHG emissions anticipated due to the Proposed Project (**Table 20**) with the non-aircraft related net operational emissions identified in **Table 19**. These two values (net aircraft GHG emissions and other operational GHG emissions) are combined for the total Proposed Project operational GHG emissions value for comparison to the BAAQMD thresholds. As shown in the table, based on the results of the GHG emissions modeling, all operational GHG emissions will be below the BAAQMD thresholds. Operational GHG impacts of the Proposed Project are Less than Significant, and no mitigation measures are necessary.

TABLE 21
Total Net Operational Greenhouse Gas (GHG) Emissions (Metric Tons per Year)

Pollutant	CO ₂	CH ₄	N ₂ O	Total CO ₂ e ^a
<i>BAAQMD Thresholds</i>	N/A	N/A	N/A	1,100
Proposed Project Other Operational GHG Emissions (area, vehicular, and energy)	745.4	75.6	<0.0	821.0
Proposed Project Aircraft Net GHG Emissions ^a	201.8	--	--	201.8
Total Proposed Project Operational GHG Emissions	947.2	75.6	<0.0	1,022.8
<i>Exceeds Threshold</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>NO</i>

Source: AEDT, CalEEMod version 2016.3.2 (Coffman Associates, Inc. analysis)

^a As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase isolates those GHG emissions directly associated with the Proposed Project.

N/A = not applicable

VIII.b) Less Than Significant Impact. The Proposed Project will be consistent with the county’s General Plan Policy CON-65 to reduce and offset GHG emissions by conducting a review of GHG emissions for all county discretionary projects. The purpose of the Proposed Project is to expand and reconfigure land-side facilities and a connected airside aircraft apron area to meet current and forecast needs at the airport and will not introduce a new land use into the county that increases VMT or aircraft operations beyond what has been previously assumed in regional or statewide land use scenarios for purposes of estimating GHGs.

IX. Hazard and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create 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 type="checkbox"/>	<input checked="" 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 or excessive noise for people residing or working the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) 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"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Federal Regulations

Clean Air Act (CAA). The air toxin provision of the CAA gives authority to the U.S. EPA to develop and enforce regulations to protect the public health from exposure to airborne contaminants that are known to be hazardous to human health. Per Section 112 of the CAA, U.S. EPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAP), which include both asbestos and lead. These air toxin

regulations specify work practices that must be followed during building demolition and/or renovations. Local regulations, including Napa County Environmental Health Division (lead-based paint) and BAAQMD under Regulation 11 (asbestos), enforce NESHAP.

Toxic Substances Control Act (TSCA). Under TSCA, U.S. EPA has broad authority to issue regulation designed to gather health/safety and exposure information on, require testing of, and control exposure to chemical substances and mixtures. TSCA gives U.S. EPA authority to take specific measures to assess chemical substances and mixtures and protect against unreasonable risks to human health and the environment from existing chemicals. TSCA addresses the production, importation, use, and disposal of specific chemicals, including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

Resource Conservation and Recovery Act (RCRA). RCRA protects communities and resource conservation through regulations, guidance, and policies that ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction and beneficial reuse. RCRA is best known for developing a comprehensive system and federal/state infrastructure to manage hazardous waste from “cradle-to-grave.”

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)/Superfund. The CERCLA, also known as Superfund, was passed by Congress in 1980. This law is responsible for cleaning up some of the nation’s most contaminated land and responding to environmental emergencies, oil spills, and natural disasters. The Superfund program allows U.S. EPA to clean up contaminated sites and forces parties responsible for the contamination to either perform cleanups or reimburse the government for U.S. EPA-led cleanup work. When there is no definitive responsible party, Superfund gives the U.S. EPA the funding and authority needed to clean up contaminated sites.

State Regulations

Founded in 1991, CalEPA became the single state environmental authority in a single cabinet-level agency under the governor. CalEPA oversees CARB, State Water Resources Control Board (State Water Board) and its regional water quality control boards (RWQCBs), CalRecycle, California Department of Toxic Substance Control (DTSC), Office of Environmental Hazard Assessment, and Department of Pesticide Regulation. These agencies work together for the protection of human health and the environment and to ensure effective use of these resources.

Hazardous Waste Control Law. The California Legislature declared that in order to protect the public health and the environment and to conserve natural resources, it was in the public interest to establish regulations and incentives to ensure that the generators of hazardous waste employ technology and management practices for the safe handling, treatment, recycling, and destruction of their hazardous wastes prior to disposal. Counties are required to prepare solid waste management plans for all waste disposal within each county and for all waste originating in each county, which is administered by a seven-member committee. The *Hazardous Waste Control Law* is similar to RCRA; however, it is more stringent.

Carpenter-Presley-Tanner Hazardous Substance Account Act (HSAA). The intent of the HSAA is to establish a program to provide for response authority for releases of hazardous substances, including spills and hazardous waste disposal sites that pose a threat to the public health or the environment. Similar to the federal Superfund program, HSAA authorizes the state to clean up sites that do not qualify for cleanup under CERCLA. HSAA also provides funding to the state to pay for its required share of CERCLA costs and provides compensation to persons injured by exposure to hazardous substances.

Aboveground Petroleum Storage Act (APSA). APSA (California Public Code 25270) was originally passed in 1989 regulating tank facilities with an aggregate storage capacity of 1,320 gallons or more of petroleum¹⁵ in aboveground storage tanks (ASTs) with an individual tank capacity equal to or greater than 55 gallons. APSA also regulates tank facilities less than 1,320 gallons if underground storage tanks (USTs) are also present with a tank capacity of 55 gallons or more. However, in this circumstance, only the USTs are subject to inspections under APSA.

APSA (as well as federal law [40 CFR Part 112]) requires owners and operators of an AST (or USTs subject to this Act) facility to prepare a spill prevention control and countermeasure (SPCC) plan outlining good engineering practices to prevent petroleum releases. Facilities under the APSA are subject to inspection every three years by the local program agency. In the event of a spill, the owner/operator of the tank facility is required to notify the local program agency within 24 hours of the spill.

Local Regulations

Napa County General Plan. Goals and policies regarding hazardous materials are addressed in the Safety and Conservation Elements of the General Plan. The purpose of this section of the General Plan is to identify the natural and man-made public health and safety hazards that exist within the county, and to establish preventative and responsive objectives and policies to mitigate potential impacts.

Safety Goals

Goal SAF-5: To protect residents and businesses from hazards caused by human activities.

Safety Policies

- Policy SAF-30: Potential hazards resulting from the release of liquids (wine, water, petroleum products, etc.) from the possible rupture or collapse of aboveground tanks should be considered as part of the review and permitting of these projects.
- Policy SAF-31: All development projects proposed on sites that are suspected or known to be contaminated by hazardous materials and/or are identified in a hazardous material/ waste search shall be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations.

¹⁵ The APSA defines petroleum products as “crude oil, or a fraction thereof, that is liquid at 60 degrees Fahrenheit and 14.7 pounds per square inch absolute pressure.” Examples include crude oil, gasoline, diesel, biofuel blends, motor oil, and use oil. Liquefied petroleum gas or propane, liquefied natural gas, hot mix asphalt, and asphalt cement do not qualify as a petroleum product under the APSA.

Climate Protection and Sustainable Practices for Environmental Health Policies

- Policy CON-82: The County shall require applicants seeking demolition permits to demonstrate compliance with any applicable BAAQMD requirements, particularly those related to asbestos-containing materials (ACMs) and exposure to lead paint.

IMPACT ANALYSIS

IX.a) Less Than Significant Impact. The Proposed Project will not introduce new, hazardous activity at the airport. Although airport operations may involve the transport of hazardous materials (also called “dangerous goods” by the airline industry) and the use of fuel, oil, and other petroleum-based products, these operations will continue to occur at the airport under established guidelines with or without the Proposed Project.

During the construction phase, the project’s staging areas will most likely include the use of ASTs and other temporary facilities to store fuel, oil, and other petroleum-based products. These temporary facilities will be in accordance with applicable rules, regulations, and procedures governing their use. Typical construction BMPs include placing catch basins beneath construction equipment during the fueling process. This measure, as well as other industry standard BMPs, will ensure that potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials related to the Proposed Project are Less than Significant.

The relocated self-serve fuel facility on the apron and the expanded fuel farm adjacent to N. Airport Road will require the relocation and/or placement of ASTs. ASTs are subject to routine maintenance and are required to have permanent catchment measures under the tanks to ensure that in the event of a minor spill, the material is temporarily contained until the tank is repaired. The ASTs for the airport are required to comply with FAA AC 150/5230-4B, *Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports* and California Public Code 25270.

During the building demolition portion of the redevelopment phase, there is the potential for hazardous materials that could be released from demolishing older buildings, such as asbestos or lead-based paint, to become airborne. Any buildings constructed prior to 1978 (the year that lead-based paints were banned) may present the possibility of hazardous materials. However, due to existing regulations, the Proposed Project will be consistent with the county’s General Plan Policy CON-82 regarding asbestos-containing material and lead-based paint exposure and Safety Goal SAF-5 and Policies SAF-30 and SAF-31.

Avoidance and Minimization Measures

- The relocated self-serve facility, as well as future expansion of the airport’s fuel farm, will be required to implement an appropriate SPCC plan.

- Regulation 11 of BAAQMD will be implemented during demolition of buildings. Regulation 11 outlines the handling and reporting requirements for asbestos.
- Prior to the start of any demolition activities, a lead-based paint/lead containing paint abatement work practice plan will be prepared in compliance with federal, state, and local regulations for any necessary removal and disposal of these materials. The plan must contain the following (CCR, Title 8, § 1532.1[E], Lead – Methods of Compliance):
 - Protective work clothing and equipment;
 - Housekeeping practices;
 - Hygiene facilities, practices, and regulated areas; and
 - Applicable good work practices.

IX.b) No Impact. Potential hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are addressed by the Napa County Fire Department. The Napa County Fire Department operates a fire station less than one mile from airport and is able to quickly respond if a hazardous materials release occurs. No new hazards will be created as a result of the project.

IX.c) No Impact. No schools are located within 0.25 mile of the project location, which complies with *Napa County General Plan Goal SAF -5*.

IX.d) No Impact. The airport is not located on a site which has been reported for toxic releases, Superfund site, or on the Formerly Used Defense Site (FUDS) (USACE website 2020).

IX.e) Less Than Significant Impact. The Proposed Project will slightly alter the noise contours associated with the airport (see Section XIII, Noise). This minor change will not result in a significant safety hazard for people residing or working within two miles of the airport.

IX.f) No Impact. The Proposed Project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

IX.g) No Impact. The airport is not located within an area that has a high risk of wildland fires as mapped by the California Department of Forestry and Fire Protection on its Natural Hazard Disclosure Map for Napa County (CAL FIRE website 2020). According to the Napa County Environmental Mapping tool, the closest moderate- to high-risk area for wildland fires is approximately one mile east, across State Highway 29.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Federal Regulations

Clean Water Act. The primary federal legislation to protect water resources is the CWA, which aims to restore and maintain the chemical, physical, and biological integrity of the nation’s waters and to ensure all surface waters are swimmable and fishable. The CWA provides the legal framework for several water

quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge programs, and wetlands protection.

Proposed activities are regulated through a permit review process. There are two basic types of NPDES permits: individual and general permits. An individual permit is a permit specifically tailored to an individual facility and would typically be required for point source discharges. A general permit covers multiple facilities within a specific category and may be written to cover categories of point sources that have common elements, such as stormwater sources or facilities that involve similar types of operations.

Section 401 of the CWA and its provisions ensure that federally permitted activities comply with the federal CWA and state water quality laws. Section 401 is implemented through a review process that is conducted by the California State Water Board and is triggered by the Section 404 permitting process.

FAA Advisory Circulars. FAA has established design standards for all drainage facilities located on an airport. These standards, as set forth in AC 150/5320-5D, *Airport Drainage Design*, must be followed for the design and construction of airport surface and subsurface drainage systems. Per FAA drainage design standards, as well as compliance with AC 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, on-site stormwater is not allowed to be detained on an airport longer than 48 hours. AC 150/5370-10H, Item C-102, specifies BMPs to be implemented during the construction phase of projects to minimize air and water pollution.

State Regulations

Porter-Cologne Water Quality Control Act of 1967 (Porter-Cologne Act). State water resources are protected under the Porter-Cologne Act (Water Code §§13000, et seq.), also known as the California Water Code. This Act establishes the State Water Board and its RWQCBs, which work in concert with U.S. EPA to administer the NPDES permit program, including the regulation of stormwater (Section 402[p]). Under Section 13240 of the Porter-Cologne Act, each RWQCB must formulate and adopt water quality control plans, or basin plans, for all areas within the region. Napa County is in Region 25 - the San Francisco Bay RWQCB. The *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)* (revised 2017) discusses how the quality of the surface and ground waters in the San Francisco Bay Region should be managed to provide the highest water quality reasonably possible. The Basin Plan lists the various water uses, and it describes the water quality which must be maintained to allow those uses.

The Porter-Cologne Act requires that a report of waste discharge (ROWD) be filed for any discharge of waste or proposals to discharge waste in any region, other than a community sewer system, which could affect the quality of the “waters of the state.” If no potential effect on quality of waters of the state will occur, then no notification is required. However, the San Francisco Bay RWQCB encourages implementation of BMPs similar to those required for NPDES stormwater permits to protect water quality and beneficial uses of local surface water as provided in the Basin Plan.

Sustainable Groundwater Management Act (SGMA). In 2014, the Governor signed into law a three-bill package, composed of AB 1739, SB 1168, and SB 1319, collectively known as the *Sustainable Groundwater Management Act*, or SGMA, which sets the framework for sustainable groundwater management.

SGMA requires governments and local agencies of high and medium priority watersheds to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, critical water basins should be sustainable within 20 years of implementing their sustainability plans.

Local Regulations

According to the U.S. EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN), the Napa River, which is directly west of the airport, is listed as an impaired waterbody. Causes of impairment include nutrients, pathogens (in the form of fecal coliform and *Escherichia coli* [*E. coli*]), and sediment. To address pathogen impairment and restore the health of the Napa River, total maximum daily loads (TMDLs) were proposed in a 2008 report from the San Francisco Bay Region of the California Regional Water Quality Control Board, titled *Pathogens in the Napa River Watershed Total Maximum Daily Load*, which proposed implementation measures to restore river health. These measures, which are under the responsibility of different stakeholders, are designed to reduce pathogen loading in the river.

Napa County General Plan. Hydrology and water quality are addressed in several sections of the General Plan, such as the Conservation Element (under the subheading "Water Resources"). Applicable goals and policies regarding hydrology are addressed below.

Water Resource Goals

Goal CON-9: Control urban and rural storm water runoff and related non-point source pollutants, reducing to acceptable levels pollutant discharges from land-based activities throughout the county.

Water Resources Policies

- Policy CON-48: Proposed developments shall implement project-specific sediment and erosion control measures (e.g., erosion control plans and/or stormwater pollution prevention plans) that maintain pre-development sediment erosion conditions or at minimum comply with state water quality pollution control (i.e., Basin Plan) requirements and are protective of the County's sensitive domestic supply watersheds. Technical reports and/or erosion control plans that recommend site-specific erosion control measures shall meet the requirements of the County Code and provide detailed information regarding site-specific geologic, soil, and hydrologic conditions and how the proposed measure will function.
- Policy CON-50: The County will take appropriate steps to protect surface water quality and quantity, including the following:
 - Preserve riparian areas through adequate buffering and pursue retention, maintenance, and enhancement of existing native vegetation along all intermittent and perennial streams through existing stream setbacks in the County's Conservation Regulations.
 - Encourage flood control reduction projects to consider scenic, fish, wildlife, and other environmental benefits when computing costs of alternative methods of flood control.

- The County shall require discretionary projects to meet performance standards designed to ensure peak runoff in 2-, 10-, 50-, and 100-year events following development is not greater than predevelopment conditions.
- In conformance with NPDES requirements, prohibit grading and excavation unless it can be demonstrated that such activities will not result in significant soil erosion, silting of lower slopes or waterways, slide damage, flooding problems, or damage to wildlife and fishery habitats.
- Adopt development standards, in conformance with NPDES Phase II requirements, for post-construction stormwater control.
- Address potential soil erosion by maintaining sections of the County Code that require all construction-related activities to have protective measures in place or installed by the grading deadlines established in the Conservation Regulations. In addition, the County shall ensure enforceable fines are levied upon code violators and shall require violators to perform all necessary remediation activities.
- Encourage management of reservoir outflows (bypass flows) to maintain fish life and riparian (streamside) vegetation.
- Prohibit new septic systems in areas where sewage treatment and disposal systems are available and encourage new sewage treatment and disposal systems in urbanized areas where there is high groundwater recharge potential and existing concentrations of septic systems.

IMPACT ANALYSIS

X.a) Less Than Significant Impact. The airport presently complies with the statewide NPDES Industrial General Permit 2014-0057-DWQ for discharges of stormwater associated with industrial activities. In accordance with the NPDES permit, the airport implements a SWPPP that outlines BMPs, which will be implemented to prevent the discharge of pollutants in stormwater. A NPDES Construction General Permit will also be required from the San Francisco Bay RWQCB since the Proposed Project will involve the disturbance of more than one acre. The Proposed Project will not change the quality of the stormwater (i.e., the type of potential pollutants) generated at the airport since the project does not introduce new types of development.

The Proposed Project will comply with *Napa County General Plan's* Water Resource Goal CON-9 and associated Policies CON-48 and CON-50.

Avoidance and Minimization Measures

The Proposed Project is required by existing regulations to incorporate the following measures to ensure that water quality impacts are Less than Significant:

- Prepare and implement an updated SWPPP to include the additional building and pavement surfaces. BMPs will be implemented to avoid any detrimental water quality impacts to Fagan Creek.
- Prepare and implement a grading/erosion plan and implement BMPs, such as those included in FAA AC 150/5370-10H, Item C-102.

- Comply with Napa County ordinances for all grading, drainage, and construction of improvements.

X.b) No Impact. The Proposed Project is not located within a designated groundwater recharge area nor will the Proposed Project have any adverse impact on a nearby groundwater recharge area.

X.c.i-iii) Less Than Significant Impact. The project site is generally level and mostly covered with impervious surfaces. Substantial siltation or erosion will not occur as a result of the Proposed Project. The Proposed Project will be subject to a construction SWPPP and NPDES Construction General Permit.

Improvements associated with the Proposed Project include incorporating a 1.5 percent slope to ensure runoff is diverted away from the buildings to ensure proper drainage. Based on preliminary project design, the Proposed Project will add approximately 176,600 sf of impervious surface area to the airport, which is equivalent to approximately four acres (Mead and Hunt 2020). The new impervious surface will be comprised of the new apron area, buildings, and parking. Runoff from the new apron (21,500 sf) will drain to the west toward an existing catchment basin.

Stormwater flows from approximately 155,100 sf of new impervious surfaces will be directed towards Fagan Creek as a result of the new hangars and parking (Mead and Hunt 2020). Based on BASMAA requirements, the stormwater will be diverted into bioretention basins adjacent to Airport Road before ultimately draining into Fagan Creek via an 18-inch pipe (see **Exhibit 8**). An approximate 6,400-sf bioretention basin is proposed adjacent to N. Airport Road. Actual size of the bioretention basin will be determined upon final site design. (As required by BASMAA's Post-Construction Manual, the bioretention areas are to be four percent of the overall impervious area.) The Proposed Project will not significantly alter on-site drainage or runoff water quality.

X.c.iv) No Impact. The Proposed Project location will not cause flood waters to be redirected or impeded.

X.d) No Impact. The Proposed Project area is not located in a flood hazard zone, tsunami zone, or seiche zone.

X.e) No Impact. The Proposed Project will not conflict with locally and regionally adopted water quality management plans.

XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Local Regulations

Napa County General Plan. There are no specific thresholds for land use in the General Plan. In Agricultural Preservation and Land Element, it is noted that agriculture is anticipated to remain the primary land use in the county with large areas of open space. Residential and employment growth will be concentrated in the five incorporated areas of the county. Land use policies specific to the airport are also found in the General Plan Circulation (CIR) Element. Below are land use goals and policies which specifically address the airport.

Agricultural Preservation and Land Use Goals

Goal AG/LU-7: Plan for demographic changes, environmental or climatic changes, and desired social services when siting public facilities and when considering the design of those facilities.

Agricultural Preservation and Land Use Policies

- Policy AG/LU-38: The Airport Industrial Area Specific Plan (AIASP) was adopted in 1986 to set forth detailed land use and circulation standards, capital improvement requirements, associated financing, and improvement sequencing measures, as well as necessary supporting policies and regulatory procedures for the industrial area near Napa County Airport. The AIASP, as amended, implements the General Plan in the Airport Industrial Area.
- Policy AG/LU-49: The County shall use zoning to ensure that land uses in airport approach zones comply with applicable Airport Land Use Compatibility policies. If necessary, the County shall acquire development rights in airport approach zones. This policy shall apply to the Napa County Airport and Angwin Airport (Parrett Field).

Circulation Element Goals

Goal CIR-3: The County's transportation system shall encompass the use of private vehicles, local and regional transit, paratransit, walking, bicycling, air travel, rail, and water transport.

Circulation Element Policies

- Policy CIR-38: Maintain Napa County Airport as a general aviation facility and avoid land use conflicts via land use compatibility planning and by ensuring appropriate reviews of land use decisions by the Airport Land Use Commission.
- Policy CIR-39: The County supports runway and other technological improvements to Napa County Airport to improve its safety and usefulness as a civil aviation center.

IMPACT ANALYSIS

XI.a-b) No Impact. The Proposed Project will be entirely contained on airport property within the existing terminal, apron, and vehicular parking areas. No encroachment into surrounding communities will occur as a result of the Proposed Project, and no established community near the airport will be divided. Additionally, the Proposed Project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project is consistent with the current land use as an airport. The Proposed Project will comply with the Agricultural Preservation and Land Use Goals and Policies, as well as the Circulation Elements Goals and Policies, outlined above.

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

State Regulations

Surface Mining and Reclamation Act of 1975 (SMARA). SMARA was put in place to classify mineral land to help identify and protect mineral resources within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. In 1980, SMARA was amended to include classification of non-urban areas subject to land use threats incompatible with mining activities. Only mineral deposits that meet the marketability criteria (i.e., only those estimated to exceed threshold values of 1998-equivalent dollars) are considered significant.

The establishment of Mineral Resource Zones (MRZs) is based on a geologic appraisal of the mineral resource potential of the land. The appraisal is based on research of geologic and mining-related literature, compilation of geologic maps, and plotting of reported mines and prospects using publications of mine data. Fieldwork is also involved, which includes site investigations of mines and mineral prospects, sampling of rocks for chemical and physical analyses, and petrographic studies, geophysical surveys, and geologic mapping. Field and analytical data are integrated and evaluated for assigning MRZs to areas in accordance with the mineral classification guidelines adopted by the State Mining and Geology Board (SMGB).

Special Report 146 by the CDC Division of Mines and Geology was prepared under SMARA in 1986. Plate 1.2 of the report shows the significant aggregate production operations in the San Francisco-Monterey Bay region, which includes Napa County. In 2005, the *Napa County Baseline Data Report* was prepared, which includes a chapter on Mineral and Rock Resources (Chapter 2) and incorporates the information from Special Report 146 for Napa County. Three principal MRZs were identified for the county, although MRZ maps were not prepared for the entire county. There are currently four active mines which produce construction materials. Two of them are not presently being mined, but only serve as mineral storage areas. The only significant mine in operation in the county is Napa Quarry (Napa County Watershed Information and Conservation Council website 2020).

Local Regulations

Napa County General Plan. Mineral resources are addressed in the Conservation Element of the General Plan under the “Natural Resources” subheading.

Natural Resources Goals

Goal CON-7: Identify and conserve areas containing significant mineral deposits for future use and promote the reasonable, safe, and orderly operation of mining and extraction and management activities, where environmental, aesthetic, and adjacent land use compatibility impacts can be adequately addressed.

IMPACT ANALYSIS

XII.a-b) Less Than Significant Impact. No mining operations or other mineral/gas extraction activities occur on airport property. According to the CDC California Geological Survey (CGS) website (2020) SMARA Panel 146 Plate 3.2, the airport has mineral deposits (sand and gravel – Mineral Resource Zone [MRZ] 3) at the north end of the airport adjacent to the Napa County Sanitation Department filtration ponds. However, this mineral resource is not located within the Proposed Project area. Additionally, a 1987 report addressing the study area (CDC 1987) states that the classification of urban lands in the region is based on the presence or absence of significant sand, gravel, or stone deposits with a value of five million dollars for at least a suitable subbase aggregate. Deposits meeting these requirements are classified as MRZ 2.¹⁶ There are no MRZ 2 classified mineral deposits at the airport.

Although the airport has deposits classified as MRZ 3, the Proposed Project is not located within the deposit range. The Proposed Project will not require an excessive amount of mineral resources for construction above what a normal construction project of this type will need. The Proposed Project will be consistent with the *Napa County General Plan* Natural Resources Goal CON-7.

¹⁶ MRZ 2 is defined as areas that contain identified mineral resources; MRZ 3 is defined as areas of undetermined mineral resource significance (CDC CGS 2020).

XIII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

Federal Regulations

FAA Environmental Thresholds and Guidelines: Noise. FAA land use compatibility guidance is provided in 14 CFR 150, *Airport Noise Compatibility Planning*. All types of land uses are acceptable in areas below the 65 decibel (dB) Community Noise Equivalent Level (CNEL). Once noise levels meet or exceed 65 CNEL, noise-sensitive land uses are compatible only *if* specified noise level reductions are secured through project design and construction, such as new attic insulation and acoustically rated exterior doors, storm doors, and windows. Above the 65 CNEL threshold, and without measures to reduce noise levels, most developed land uses are generally considered incompatible with airport operations.

State Regulations

State of California Environmental Thresholds and Guidelines: Noise. CCR, Title 21, Division 2.5, Chapter 6, §5006 identifies 65 CNEL as the level of noise acceptable to a reasonable person residing near an airport. This criterion level was chosen for reasonable persons residing in urban residential areas where houses are of typical California construction and may have windows partially open. The regulations also identify the following land uses as incompatible within the 65 CNEL noise contours at designated “noise problem” airports: residences, public and private schools, hospitals and convalescent homes, and churches, synagogues, temples, and other places of worship. The Napa County Airport has not been designated as a “noise problem” airport.

Local Regulations

Napa County General Plan. California Government Code Section 65302(f) requires general plans to contain a Noise Element to identify and quantify potential noise problems and provide effective policies for noise control and mitigation. The Noise Element is intended to establish policies to “minimize the exposure of community residents to excessive noise.” The General Plan identifies noise-sensitive land uses as “those in which noise can adversely affect what people are doing on the land.” Examples of noise-sensitive land uses are those where people live, sleep, and study. The dominant noise sources in Napa County are mobile transportation sources, such as auto and truck traffic, airplane, or train. Stationary sources of noise include airports, construction sites, or commercial/industrial uses.

In Napa County, noise is addressed in the Community Character Element under the “Noise” subheading. Applicable goals and policies relating to noise include the following:

Noise Goals

Goal CC-8: Place compatible land uses where high noise levels already exist and minimize noise impacts by placing new noise-generating uses in appropriate areas.

Noise Policies

- Policy CC-45: Development in the area covered by any Airport Land Use Compatibility Plan (ALUCP) shall be consistent with the noise levels projected for the airport. Where necessary, noise insulation or other measures shall be included to maintain desired interior noise levels.
- Policy CC-49: Consistent with the County’s Noise Ordinance, ensure that reasonable measures are taken such that temporary and intermittent noise associated with construction and other activities does not become intolerable to those in the area. Construction hours shall be limited per the requirements of the Noise Ordinance.

Napa County Code: Title 8 – Health and Safety. The *Napa County Noise Control Regulations* are found in Chapter 8.16 of the County Code (Noise Ordinance), which is intended to abate and control noise within the county. Pursuant to the Noise Ordinance, it is “unlawful for any person to willfully or negligently make or continue, or cause to be made or continued, 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.” (Napa County website 2020b). While the Noise Ordinance does not address airport/aircraft noise, it focuses on construction noise, which applies to the Proposed Project.

According to the Noise Ordinance, to reduce noise impact to surrounding properties, construction is restricted to the timeframe of 7 a.m. to 7 p.m. daily. When technically and economically feasible, construction activities are to be conducted in a manner not to exceed noise levels outlined in **Table 22** below:

TABLE 22
Noise Limits for Construction Activities

	Construction Activity (in decibels [dB])		
	Residential	Commercial	Industrial
Daily 7 a.m. to 7 p.m.	75 dB	80 dB	85 dB
Daily 7 p.m. to 7 a.m.	60 dB	65 dB	70 dB

Source: Napa County 2020b (Chapter 8.16.080 – *Specific Types of Noise Prohibited* - Table 8.16.080)

IMPACT ANALYSIS

XIII.a, c) Less Than Significant Impact.

Temporary Construction Noise. The Proposed Project could potentially have a short-term impact on ambient noise levels in the area due to construction activities. Increased ambient noise levels due to truck traffic, construction equipment, demolition of existing buildings and pavement, and construction of the new structures and pavement will occur temporarily. However, the nearest residence is approximately one mile to the east of the airport, while the nearest schools are more than 0.25 mile away. In addition, the County Code restricts the time when construction can happen on-site, depending on use of the site.

Other ways to minimize ambient noise include:

- Reduce the use of haul roads close to residential areas to mitigate impact of truck noise; and
- Ensure storage areas are away from sensitive land uses.

Both measures have been incorporated into the Proposed Project. The proposed haul route will use existing on-airport service roads and other pavement with off-airport access from Airport Road. The project staging area will be within the airport boundaries and areas of disturbance and will not be in proximity to residential areas or schools.

Once construction is complete, ambient noise levels will return to normal levels associated with the airport. No noise thresholds will be exceeded, and persons residing and working in the area will not be exposed to excessive noise, which complies with General Plan policies regarding airport noise, as previously identified.

Long-Term Operational Noise. FAA’s AEDT software was used to estimate aircraft noise that could result from the Proposed Project. To achieve an accurate representation of an airport’s noise conditions, the AEDT incorporates a combination of industry standard information and user-supplied inputs specific to the airport. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft within the U.S. civil and military fleets, including those which commonly operate at Napa County Airport. As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different noise levels.

The most common way to spatially represent the noise levels emitted by an aircraft is with a noise exposure contour.

Noise exposure contours were prepared for the existing condition (2020) and for future forecast scenarios (2023) without operations associated with the Proposed Project and with operations associated with the Proposed Project. Both the 2020 and the 2023 (with the Proposed Project) scenarios rely on aviation demand forecasts prepared for the airport in late 2019 and approved by FAA in May 2020 (Coffman Associates 2020).

The Proposed Project is not anticipated to increase the number of annual operations at the airport over what is already expected to occur based on the aviation demand forecasts (see previous Footnote 5). It is also expected that the Proposed Project will accommodate the types of aircraft already operating at the airport, including the turboprop and business aircraft projected to occur in greater percentages by the aviation demand forecasts. (For purposes of comparison, the 2023 scenario without the Proposed Project assumed that the forecasted shift to heavier aircraft would not occur and the future fleet mix would remain distributed similarly to the existing condition.) **Table 23** summarizes the operational fleet mix assumptions used in each of the scenarios.

TABLE 23
Operational Fleet Mix for Napa County Airport^a

AEDT Designator (Type of Aircraft/Model)		Existing Condition (2020)	Without Project (2023)	With Project (2023)
LOCAL OPERATIONS^b				
Single Engine Fixed Pitch Propeller	GASEPF	7,277	7,315	7,315
Single Engine Variable Pitch Propeller	GASEPV	7,277	7,315	7,315
Multi-Engine Piston Propeller	BEC58P	768	771	771
Helicopter	B206L	400	500	500
Local Operations Total		15,722	15,901	15,901
LOCAL OPERATIONS^b				
Single Engine Fixed Pitch Propeller	GASEPF	9,932	10,203	9,757
Single Engine Variable Pitch Propeller	GASEPV	9,933	10,203	9,757
Multi-Engine Piston Propeller	BEC58P	1,000	1,026	1,000
Business Jet, Small	ECLIPSE500	88	95	99
Business Jet, Small	CNA510	1,077	1,154	1,211
Business Jet, Small	MU3001	134	143	150
Business Jet, Small	CNA500	668	716	751
Business Jet, Medium	CNA525C	181	194	203
Business Jet, Medium	CNA55B	890	953	1,000
Business Jet, Medium	LEAR35	819	877	920
Business Jet, Medium	CNA560U	360	385	404
Business Jet, Medium	IA1125	271	291	305

TABLE 23 (Continued)
Operational Fleet Mix for Napa County Airport^a

AEDT Designator (Type of Aircraft/Model)		Existing Condition (2020)	Without Project (2023)	With Project (2023)
ITINERANT OPERATIONS^c				
Business Jet, Medium	CIT3	413	443	470
Business Jet, Medium	CL600	1,185	1,270	1,332
Business Jet, Medium	CL601	873	935	981
Business Jet, Medium	EMB145	317	339	356
Business Jet, Large	CNA750	360	385	404
Business Jet, Large	CNA680	1110	1,189	1,247
Business Jet, Large	GIV	412	441	463
Business Jet, Large	F10062	215	231	242
Business Jet, Large	GV	649	695	729
Turboprop, Single Engine	CNA208	185	155	165
Turboprop, Single Engine	Pilatus PC-12	764	643	683
Turboprop, Multi-Engine	CNA441	1,397	1,176	1,249
Turboprop, Multi-Engine	C130	36	30	32
Helicopter	SA365N	1,500	1,541	1,800
Itinerant Operations Total		34,767	35,713	35,713
TOTAL ANNUAL OPERATIONS		50,489	51,614	51,614
Net Increase over Existing Condition		--	1,125	1,125

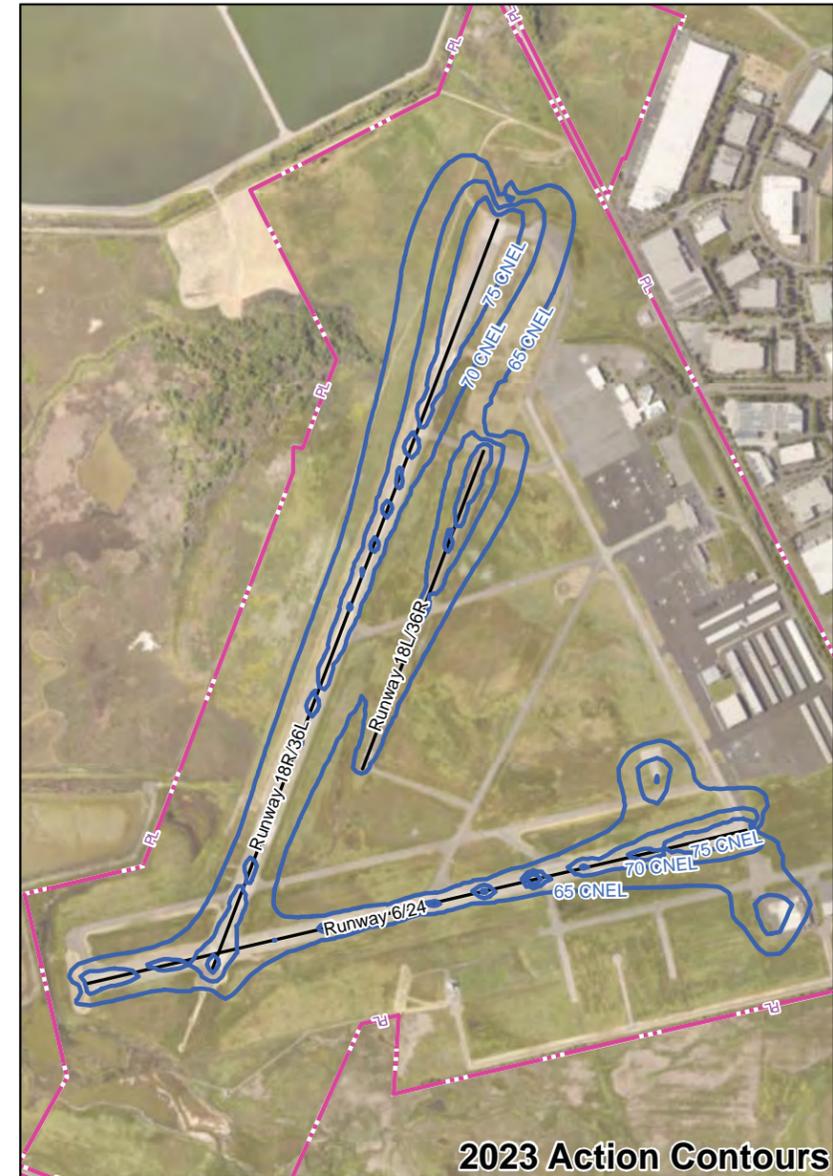
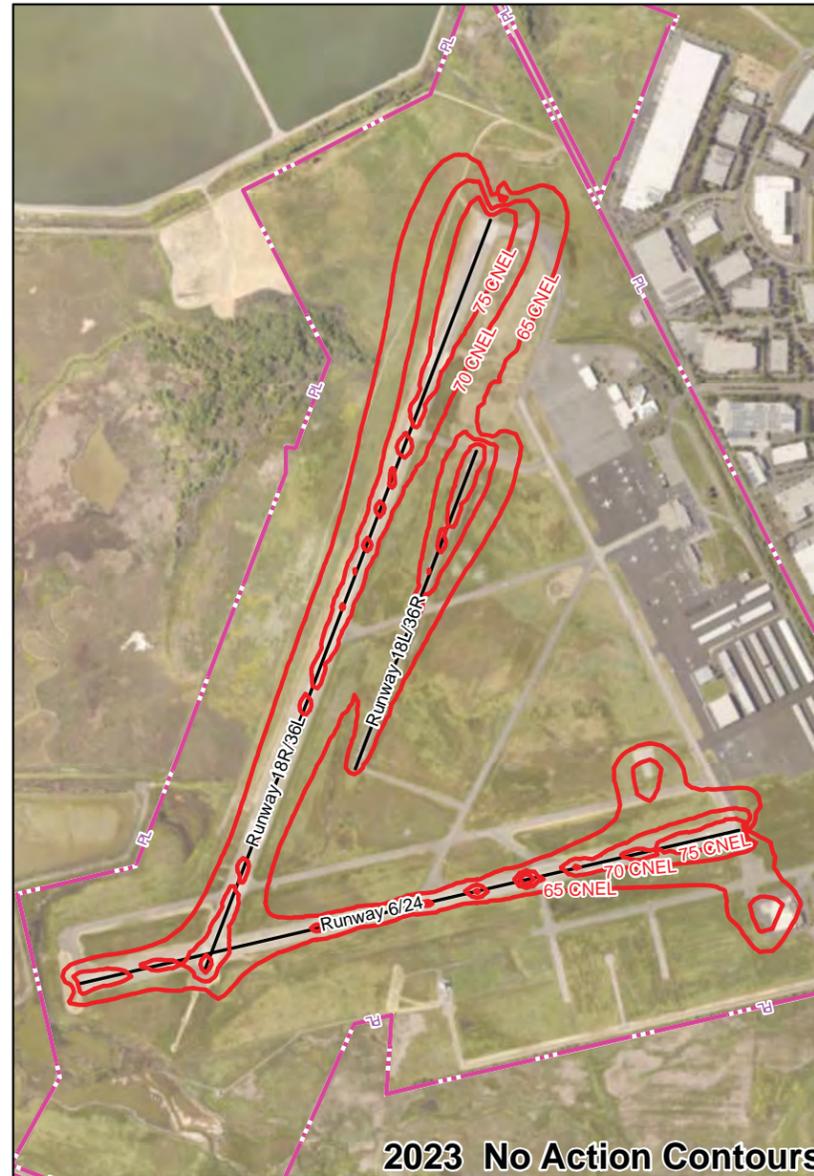
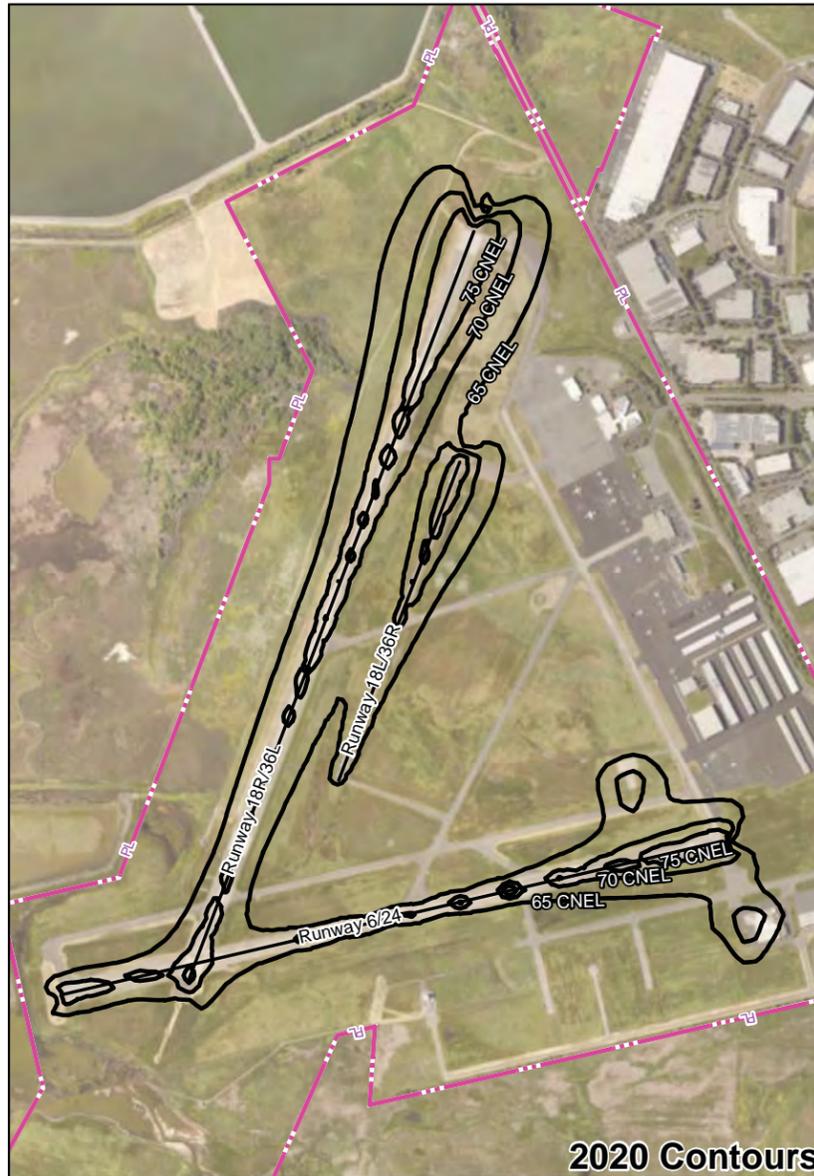
Source: Coffman Associates 2020

^a Both the 2020 and 2023 (with project) scenarios rely on aviation demand forecasts prepared for the airport in late 2019 and approved by the FAA in May 2020 (Coffman Associates 2020)

^b Local operations are those that operate in the local traffic pattern or within sight of the airport; are known to be departing for, or arriving from, flight in the local traffic practice areas located within a 20-mile radius of the airport; or execute simulated instrument approaches or low passes at the airport (14 CFR §170.3 - Definitions).

^c Itinerant operations are all operations other than local operations. Operations are defined as one takeoff or landing.

The resulting noise contours are shown on **Exhibit 13**. As summarized in **Table 24**, the total acreage of the existing condition 65 CNEL noise contour is 161.7 acres. By 2023, the acreage of the 65 CNEL noise contour will increase slightly with the overall increase in operations (1,125 annual operations) even if the anticipated shift in fleet mix to heavier aircraft does not occur. As noted in the table, by 2023 the 65 CNEL will be an estimated 165.9 acres (without the Proposed Project) and 167.6 acres (with the Proposed Project). This will be an increase over the existing condition 65 CNEL of 4.2 acres (without the Proposed Project) and 5.9 acres (with the Proposed Project). The future 65 CNEL with the Proposed Project scenario has a greater acreage (1.7 acres) than the future 65 CNEL without the Proposed Project due to the projected increase in turboprop and business jet aircraft.

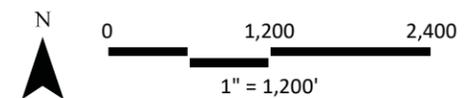


- Runway Centerline
- Airport Property
- 2020 Noise Contours
- 2023 No Action Noise Contours
- 2023 Action Noise Contours

Source: ESRI Basemap Imagery (2018), Coffman Associates Analysis.

Napa County Airport 65 CNEL Noise Contour Acreage Comparison			
	2020 Existing Condition	2023 Without Project	2023 With Project
65 CNEL Noise Contour Acreage	161.7 Acres	165.9 Acres	167.6 Acres
Net Increase over Existing Condition	--	4.2 Acres	5.9 Acres

Sources: Coffman Associates analysis
CNEL - Community Noise Equivalent Level



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TABLE 24
65 CNEL Noise Contour Comparison
Napa County Airport

	Existing Condition (2020)	Without Project (2023)	With Project (2023)
65 CNEL Noise Contour Acreage	161.7 acres	165.9 acres	167.6 acres
Net Increase over Existing Condition	--	4.2 acres	5.9 acres

Source: AEDT (Coffman Associates, Inc. analysis)
 CNEL = Community Noise Equivalent Level

As can be seen on **Exhibit 13**, the airport’s 65 CNEL remains entirely on airport property for the existing condition, as well as the future conditions with or without the Proposed Project. There are no noise-sensitive land uses within the noise exposure contours.

The Proposed Project will also generate noise related to aircraft taxiing from the airfield system to the hangars, as well as vehicular noise from private vehicles and airport fuel trucks. Aircraft run-ups will continue to occur in existing airport locations. These types of airport noise will occur with or without the Proposed Project.

XIII.b) Less Than Significant Impact. Project activities that could cause vibration will occur during the construction of the Proposed Project. The nearest residence is approximately one mile from the Proposed Project east of State Highway 29. At this distance, potential exposure to vibration from project construction activities will be negligible.

XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Local Regulations

Association of Bay Area Governments. Regional growth is the responsibility of ABAG, which forecasts population growth for Bay Area local governments. The U.S. Census Bureau estimates the 2019 population in Napa County to be at 137,744. According to ABAG, by 2035 that population is anticipated to be close to 156,000, a compound annual growth rate (CAGR) of 0.78 percent (**Table 25**).

TABLE 25
Napa County Projected Population (2019-2035)

2019	2025	2030	2035	CAGR
137,744	146,130	151,445	155,860	0.78%

Sources: U.S. Census Bureau website 2020; Association of Bay Area Governments website 2020.
CAGR = compound annual growth rate

IMPACT ANALYSIS

XIV.a-b) No Impact. The Proposed Project will not generate population growth in the surrounding community. The Proposed Project is non-residential in nature and will provide facilities for up to two FBOs. It will not cause displacement of existing community members or housing nor will it necessitate the construction of temporary housing.

XV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Local Regulations

Napa County General Plan. Public services and facilities are addressed under Safety, Agriculture Preservation and Land Use, and Recreation and Open Space (ROS) Elements.

- Police and Fire. Goals for police and fire facilities are found in the Safety Element of the General Plan, generally identified as “emergency services.”
- Schools. Goals for schools are addressed in the Agriculture Preservation and Land Use Element, while specific policies for schools will be under the subheading “Schools and Churches.”
- Parks. Parks and schools are addressed in in the Recreation and Open Space Element. Requirements for park facilities are discussed in the next section, Section XVI, Recreation.

Agriculture Preservation and Land Use Element Goals

Schools and Churches Policies

- Policy AG/LU-123: The County shall establish general school site location criteria such as:

- New school facilities shall not be located within two miles of an airport unless approved by the State Department of Education.

Public Facilities

Goal AG/LU-7: Plan for demographic changes, environmental or climatic changes, and desired social services when siting public facilities and when considering the design of those facilities.

IMPACT ANALYSIS

XV.a) No Impact.

- Fire Protection: No Impact
- Police Protection: No Impact
- Schools: No Impact
- Parks: No Impact
- Other Public Facilities: No Impact

The Proposed Project will not have an adverse impact on public services. The Proposed Project will provide facilities for up to two FBOs. No impacts to the existing level of need for police and fire protection will occur. While the airport is not equipped with on-site fire and police departments, these services are located less than one mile from the airport and can quickly address emergencies at the airport.

Additionally, the project is non-residential and will not generate additional residents or students. Therefore, there will not be an increased demand on schools, parks, or other public facilities.

XVI. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Local Regulations

Napa County General Plan. City parks and recreation needs are addressed in Recreation and Open Space Element. Overall, the intent of this Element is to set policy guidelines for community services in the county. The goal of the Element is to ensure the appropriate and desirable uses of open space for recreational purposes. Recreational facilities are defined as “a wide range of buildings, facilities, and infrastructure which support recreation” and include open space, parks (ranging from neighborhood to regional park systems), and wildlife preserves. The General Plan contains several policies addressing recreation and open space; however, these policies are not applicable to the Proposed Project.

IMPACT ANALYSIS

XVI.a-b) No Impact. The Proposed Project will not have an adverse impact on recreation facilities in the county. Due to the non-residential nature of the Proposed Project, the Proposed Project will not cause a strain on existing local and regional recreation facilities. No new parks or other recreation facilities will be required.

XVII. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

State Regulations

SB 743. SB 743 addresses the evaluation of transportation impacts under CEQA and changes the methodology for CEQA analysis of transportation impacts to require the assessment of VMT (CEQA Guidelines Section 15064.3). The Governor’s Office of Planning and Research (OPR) provides VMT recommendations for residential and office land use projects. No VMT projections are provided for a project such as the redevelopment of an airport.

Local Regulations

Vision 2040: Moving Napa Forward. The Vision 2040 plan is a 25-year transportation planning effort originally approved in 2015. Vision 2040 delineates concerns, goals, and objectives relating to transportation and financially related issues to plan future projects to improve the county transportation system. Goals include ensuring that transportation needs are met, system safety, fiscal responsibility, economic vitality, energy reduction, and infrastructure maintenance.

Napa County General Plan. Transportation is addressed in the Circulation Element in the General Plan (updated February 2019). This Element of the General Plan outlines the general location and extent of existing and proposed roads and other transportation infrastructure and services and is intended to guide decision-makers to prioritize funding transportation-related projects.

The General Plan supports and encourages multi-modal transportation, including air travel.

Circulation Element Goals

Goal CIR-3: The County's transportation system shall encompass the use of private vehicles, local and regional transit, paratransit, walking, bicycling, air travel, rail, and water transport.

Circulation Element Policies

- Policy CIR-7: All applicants for development projects or modifications thereto shall be required to evaluate the vehicle miles traveled (VMT) associated with their projects, in order to determine the project's environmental impacts pursuant to the California Environmental Quality Act. Applicants shall specify feasible measures to reduce a proposed project's VMT and shall provide an estimate of the VMT reduction that would result from each measure. Upon the effective date of the pertinent State CEQA Guidelines, projects for which the specified VMT reduction measures would not reduce unmitigated VMT by 15 or more percent shall be considered to have a significant environmental impact.

IMPACT ANALYSIS

XVII.a) Less Than Significant Impact. The Proposed Project will not conflict with any program, plan, or policy addressing multimodal transportation in the county. The Proposed Project is contained entirely on airport property and will not impact other county multimodal transportation facilities.

XVII.b) Less Than Significant Impact. To determine the impact the Proposed Project will have on VMT, a qualitative analysis was conducted because the proposed FBO facilities and associated hangars are atypical land uses.¹⁷ The Proposed Project will not change the land use/transportation patterns associated with the airport as the project will redevelop an existing land use with similar types of replacement land uses. As such, it will not change overall VMT related to the airport. CEQA Guidelines Section 15064.3(b)(2) states that transportation projects which reduce, or have no impact on, VMT should be presumed to cause a Less than Significant transportation impact.

In addition, current and future airport operations were analyzed and compared with the Institute of Transportation Engineer's (ITE's) 8th Edition *Trip Generation Report*, which provides an estimate of trip generation for GA airports based on aircraft operations (ITE 2008). According to the ITE report, approximately two vehicular trips per day are generated with each operation at a GA airport. For 2020, total airport operations for Napa County Airport are estimated at 50,489 (Section XIII, Noise), while projected operations by 2023 will be 51,614 with or without the Proposed Project. This is an estimated increase of 1,125 annual operations and a daily average operational increase of approximately 3.1 flights (1,125 ÷ 365 = 3.1). Using the ITE daily trip generation rate of two trips per daily operation, the Proposed Project will help to facilitate an increase of vehicular traffic of approximately 6.2 vehicular trips to or from the airport (two daily vehicular trips x 3.1 increased daily flights = 6.2 additional vehicular trips). The OPR has provided guidance on determining significant VMT impacts in its *Technical Advisory on Evaluating Transportation Impacts in CEQA*. One screening threshold is that projects that generate or attract fewer

¹⁷ Under CEQA, a qualitative analysis should only be conducted when methods do not exist for undertaking a quantitative analysis.

than 110 trips per day generally may be “assumed to cause a less-than-significant transportation impact” (State of California Governor’s OPR 2018: page 12). Vehicular trips associated with the Proposed Project will be well below this screening threshold.

XVII.c) No Impact. The realignment and straightening of Airport Road will not create or increase roadway hazards. The realignment will remove the road curvature and increase sight visibility at the intersection of Airport Road and Airport Boulevard.

XVII.d) No Impact. The Proposed Project will not result in inadequate emergency access. The Proposed Project is located within an existing airport and will not impact the public right-of-way or other private streets in the region. A Napa County Fire Station is located less than one mile from the airport, which can quickly address airfield emergencies.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

Federal Regulations

Native American Policies. An Indian Nation’s sovereign rights is a unique area of federal concern. In 1995, the President issued a directive to all executive departments and agencies of the federal government that as activities affecting Native American tribal rights occur, such activities should be implemented in a knowledgeable, sensitive manner respective of tribal sovereignty. The presidential directive required that for all activities relating to or affecting the government or treaty rights of Indian tribes, the executive branch shall:

1. Operate within a government-to-government relationship with federally recognized Indian tribes;
2. Consult, to the greatest extent practicable and permitted by law, with Indian tribal governments before taking actions that affect federally recognized Indian tribes;

3. Assess the impact of agency activities on tribal trust resources and assure that tribal interests are considered before the activities are undertaken;
4. Remove procedural impediments to working directly with tribal governments on activities that affect trust property or governmental rights of the tribes; and
5. Work cooperatively with other agencies to accomplish these goals established by the President.

State Regulations

Native American Heritage Commission (NAHC) Sacred Lands File. California PRC Section 5097.9 establishes the NAHC with specified powers and duties to identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private land. The NAHC also makes recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agency for the purpose of facilitating or assuring access to Native Americans.

Local Regulations

Napa County General Plan. The Napa County archaeological record shows the region was primarily inhabited by Wappo, Lake Miwok, and Patwin tribal groups. As such, it is important to preserve the ethnographic record of these indigenous tribes. Native American cultural resources can include rock art, prominent topographical areas and features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of traditional values.

Goals and policies affecting tribal and cultural resources are in the Community Character Element of the General Plan under the subheading “Cultural and Historic Resources” (addressed in Chapter 8, “Historical and Cultural Resources Element”).

Community Character Element Goals

Goal CC-4: Identify and preserve Napa County’s irreplaceable cultural and historic resources for present and future generations to appreciate and enjoy.

IMPACT ANALYSIS

XVIII.a.i-ii) No Impact. There are no known tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, in a local register of historical resources as defined in PRC Section 5020.1(k), or determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 within the project disturbance area. As discussed in Section V, Cultural Resources, the Proposed Project will occur within developed portions of the existing airport and does not have the potential to cause impacts to archaeological resources or human remains.

No other information regarding sensitive tribal resources at the airport was provided by the tribes contacted as part of this CEQA process. The NAHC was contacted in March 2020 to perform a records search of the Sacred Lands File for the airport, which produced one positive result and a list of tribes with potential knowledge of cultural resources in the general area (**Appendix A**).

The following tribes have requested formal consultation with the county under PRC Section 21080.3:

- Mishewal Wappo Tribe of Alexander Valley
- Yocha Dehe Wintun Nation
- Middletown Rancheria

A letter was mailed to each tribe requesting formal consultation or recommended by the NAHC for contact (i.e., Cortina Rancheria – Kletsel Dehe Band of Wintun Indians) on June 17, 2020, along with exhibits describing the Proposed Project and information regarding the results of the archaeological survey. **Appendix A** contains copies of the letter sent to each tribe. One tribe (Yocha Dehe Wintun Nation) contacted the airport to request a corrected letter due to an error in the tribal name. The corrected letter was sent via email to the tribe on July 8, 2020.

One tribe (Yocha Dehe Wintun Nation) requested consultation on the Proposed Project. On August 7, 2020, the airport manager met with two tribal representatives at the project site. (See agreed to *Avoidance and Minimization Measures* below). The tribal consultation process was completed with the Yocha Dehe Wintun Nation on August 11, 2020.

Avoidance and Minimization Measures

Although most of the project site is covered with pavement or structures so the soil under the pavement cannot be inspected for unknown cultural resources, these areas have been previously disturbed by airport development and, thus, significant tribal cultural resources are not anticipated to be impacted. However, per state and federal regulations, the airport will require the contractor to follow standard protocols for the discovery of unanticipated cultural resources, if needed.

- If any buried and/or previously unidentified cultural materials are encountered during project construction, work shall cease immediately at that location and the Airport Sponsor shall notify both the FAA and the SHPO as soon as possible to determine an appropriate course of action.

As a result of the consultation meeting with the Yocha Dehe Wintun Nation, the airport has also agreed to the following tribal requests (**Appendix A**):

1. The project will include a pre-construction cultural sensitivity training under the direction of the Yocha Dehe Wintun Nation prior to the commencement of construction activity.
2. On-site tribal monitoring for underground utility work and initial ground disturbance, inclusive of asphalt removal, will be conducted.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

REGULATORY SETTING

State Regulations

California Water Conservation Act (SB X7-7). SB X7-7 requires all water suppliers to increase water use efficiency in response to a statewide drought from 2007 – 2009. This bill established a framework to meet state targets for urban water conservation mandated by the Governor, which required a 20 percent per capita reduction in urban water use by the year 2020. Per capita use is defined as a water provider's efforts to reduce urban water use within its service area.

Urban Water Management Planning Act (AB 2067). AB 2067 requires every public and private urban water supplier that directly or indirectly provides water for municipal purposes to prepare and adopt an urban water management plan and to update that plan every five years. The Act requires a detailed

description of water demand management measures that are currently being implemented and an evaluation of specified water demand management measures that are not currently being implemented or scheduled for implementation. The plans are to address how local suppliers are complying with the 20 percent per capita reduction in urban water use by 2020, mandated in SB X7-7.

State Agency Model Integrated Waste Management Act (AB 75). AB 75 requires state agencies to develop and implement an integrated waste management plan outlining steps to meet state level waste diversion goals. The state statute currently requires that state agencies and large facilities divert a minimum of 50 percent of solid waste from disposal facilities.

2016 California Green Building Standards Code (CALGreen). CALGreen is the first mandatory “green” building standards code in the nation and was drafted to meet the goals of AB 32, which established a comprehensive program of cost-effective reduction of GHGs to 1990 levels by 2020. CALGreen has established a threshold of recycling and/or salvage for reuse of construction waste management, which is a reuse of a minimum of 65 percent of the nonhazardous construction and demolition waste, or meet local construction and demolition waste management ordinance, whichever is more stringent (California Buildings Standards Commission 2016).

Where a local jurisdiction does not have a construction or demolition waste management ordinance that is more stringent, the submission of a construction waste management plan is required that:

1. Identifies the construction and demolition waste materials to be diverted from disposal by efficient usage, recycling, reuse on the project or salvage for future use or sale;
2. Determines if construction and demolition waste materials will be sorted on-site (source-separated) or bulk-mixed (single-stream);
3. Identifies diversion facilities where construction and demolition waste material collected will be taken; and
4. Specifies that the amount of construction and demolition waste materials diverted shall be calculated by weight or volume, but not by both.

Local Regulations

Napa County General Plan. Goals and policies regarding water demand and solid waste management for Napa County are addressed in the Conservation Element of the General Plan under the subheadings of “Water Resources” and “Climate Protection and Sustainable Practices for Environmental Health.”

Conservation Element Goals

Goal CON-10: Conserve, enhance and manage water resources on a sustainable basis to attempt to ensure that sufficient amounts of water will be available for the uses allowed by this General Plan, for the natural environment, and for future generations.

Goal CON-18: Provide enough long-term solid waste disposal capacity for the County consistent with California Integrated Waste Management Act (Public Resources Code section 40000, et seq.) requirements.

Water Resources Policies

- Policy CON-53: The County shall ensure that the intensity and timing of new development are consistent with the capacity of water supplies and protect groundwater and other water supplies by requiring all applicants for discretionary projects to demonstrate the availability of an adequate water supply prior to approval. Depending on the site location and the specific circumstances, adequate demonstration of availability may include evidence or calculation of groundwater availability via an appropriate hydrogeologic analysis or may be satisfied by compliance with County Code “fair-share” provisions or applicable State law. In some areas, evidence may be provided through coordination with applicable municipalities and public and private water purveyors to verify water supply sufficiency.
- Policy CON-55: The County shall consider existing water uses during the review of new water uses associated with discretionary projects, and where hydrogeologic studies have shown that the new water uses will cause significant adverse well interference or substantial reductions in groundwater discharge to surface waters that would alter critical flows to sustain riparian habitat and fisheries or exacerbate conditions of overdraft, the County shall curtail those new or expanded water uses.

Climate Protection and Sustainable Practices for Environmental Health Policies

- Policy CON-66: The County shall promote the implementation of sustainable practices and green technology in agriculture, commercial, industrial, and residential development through the following actions:
 - a) Project Construction
 - 1) Utilize recycled, low-carbon, and otherwise climate-friendly building materials such as salvaged and recycled content materials for buildings, hard surfaces, and landscaping materials.
 - 2) Minimize, reuse, and recycle construction-related waste.
 - 3) Utilize alternative fuels in construction equipment and require construction equipment to utilize the best available technology to reduce emissions.
- Policy CON-67: The County shall promote and encourage “green building” design, development, and construction through the achievement of Leadership in Energy and Environmental Design (LEED) standards set by the U.S. Green Building Council, the Green Point Rated system standards set by Builditgreen.org, or equivalent programs. Actions in support of this policy shall include:

- a) Audit current County practices to assess opportunities and barriers to implementation of current sustainable practices.
 - b) Amend the County Code as necessary to remove barriers to and encourage “green” construction.
 - c) Develop new County buildings as “green buildings,” utilizing sustainable construction and practices.
 - d) Encourage all new large development projects and major renovation of existing facilities to be based on Green Building Council standards utilizing sustainable construction and practices to achieve a minimum LEED rating of Silver, or comparable level on the Green Point Rated system per standards set by Builditgreen.org or other comparable updated rating systems.
 - e) Support state and federal incentive programs that offer rebates and cost sharing related to the implementation of “green building” standards and LEED certification.
- Policy CON-89: The County itself shall be a leader in promoting waste reduction and recycling through a variety of means when feasible.

IMPACT ANALYSIS

XIX.a) Less than Significant Impact. The Proposed Project will involve only minor storm drain improvements and utility hookups that connect to the airport’s existing stormwater and utility infrastructure. For example, on-site installation of inlets, manholes, trench drains, and reinforced concrete pipe will be required and will tie into the existing storm drain system. Utility connections for the new buildings, as well as lighting needed for the parking lot, will be made to existing electrical, sanitary sewer, and water main infrastructure.

XIX.b-c) Less than Significant Impact. The Proposed Project is intended to accommodate up to two FBOs. Although there will be an increase of building square footage at the airport, there will be minimal changes in the airport’s water demand or wastewater generation. The new buildings will be required to incorporate water-efficient sinks, toilets, and other water connections per CALGreen requirements, which will help to offset the Proposed Project’s water demand and wastewater generation and will conform to Napa County conservation goals.

The City of American Canyon is the water purveyor for the airport, while the airport is part of the Napa Sanitation District service area for sewer treatment and collection. “Will serve” letters will be required from both the City of American Canyon and the Napa Sanitation District for their respective utility services before hook-ups for new development can be provided.

The City of American Canyon has adopted a Zero Water Footprint (ZWF) policy. In order to meet its ZWF standards, developers must ensure that all new developments offset their project on a one-to-one basis through the use of water efficient fixtures, consuming recycled water for non-potable uses (when available), dual plumbing buildings, installing water wise landscaping and irrigation, and other appropriate measures. Since the Proposed Project will remove older buildings and their associated water fixtures and replace them with high efficiency fixtures, the Proposed Project will not use more water or generate

more sewer when compared to historical uses and will comply with the City of American Canyon’s ZWF policy.

XIX.d-e) Less than Significant Impact. The Proposed Project will generate solid waste in both the short and long terms. In the short term, construction solid waste will be disposed of by the project contractor per the required construction waste management plan. The demolition phase and apron reconstruction of the Proposed Project will include removing approximately 6,282 cy of pavement and 26,448 sf of building demolition. The asphalt portions of this construction solid waste will be hauled to a recycling facility and reused as road base or otherwise incorporated into new asphalt products. Other construction materials will also be subject to applicable federal, state, and local solid waste statutes and regulations for waste diversion. Subsequent to the diversion of all recyclable materials, the remaining waste will be disposed at a municipal or construction waste facility.

For operational solid waste estimates, average solid waste generation factors based on land use are available from CalRecycle. CalRecycle compiles solid waste generation rates for commercial and industrial activities over an amount of time (i.e., day, year) to estimate new developments’ impact on the local waste stream. These estimates include information from city and county planning departments, as well as environmental departments across the state (CalRecycle website 2020).

Based on land use waste generation rates identified by CalRecycle (**Table 26**), the Proposed Project could generate an additional 567.1 pounds per day (lbs/day). However, the additional building space does not necessarily correlate to additional solid waste generation, especially on a per square foot of building space basis. Therefore, it is likely the Proposed Project will generate less additional solid waste than the CalRecycle generation factor for a commercial/industrial space indicates.

TABLE 26
Operational Waste Generation

Land Use	Land Use Increase (sf) (Net)	Waste Generation Rate (lbs/sf/day)	Project Waste Generation (lbs/day)
Hangar/Office	91,641	0.006 lbs/sf/day	549.8 lbs/day
FBO Operation Building	1,952	0.006 lbs/sf/day	11.7 lbs/day
Restaurant	1,111	0.005 lbs/sf/day	5.6 lbs/day
Total			567.1 lbs/day

Source: CalRecycle website 2020a

sf = square feet

lbs = pounds

Operational solid waste disposal at the airport is handled by the county’s Environmental Health Division. Non-hazardous waste material is collected in designated areas of the airport and taken to the Devlin Road Transfer Station. The airport currently separates its solid waste into two waste streams: trash and recyclables. Non-recyclable solid waste is ultimately transported to the Potrero Hills Landfill. This landfill has sufficient capacity to handle the Proposed Project’s solid waste through the year 2048 (CalRecycle website 2020b). No significant impacts to capacity at the transfer station or the landfill or to applicable federal, state, and local solid waste statutes and regulations will occur.

XX. Wildfire

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

REGULATORY SETTING

The project location and immediate environs are not located in a Fire Hazard Severity Zone that is a State Responsibility Area. As of 2008, California Department of Forestry and Fire Protection (CAL FIRE) determined the Proposed Project area is in the Local Responsibility Area (CAL FIRE website 2019).

Federal Regulations

Federal Wildland Fire Policies. The U.S. Department of Interior (USDOI), Office of Wildland Fire establishes federal level policies to ensure wildland fire activities are consistent with all applicable laws, regulations, and the Department’s Strategic Plan. The Wildland Fire Management policies utilize best available science and emerging technologies, direction, and guidance found in statutes and federal regulations. Adopted policies are consistent throughout the Department, promoting and encouraging interoperability with other federal and non-federal wildland fire organizations and entities (USDOI Office of Wildland Fire website 2019). The USDOI worked with other federal agencies and non-federal partners and stakeholders, such as tribes, states, counties, cities, and non-governmental organizations.

The *Guidance for Implementation of Federal Wildland Fire Management* serves as the primary inter-agency wildland fire policy document. This document has outlined 17 policy areas, such as establishing that firefighter and public safety is the highest priority (National Wildfire Coordinating Group 2009).

State Regulations

2018 California State Hazard Mitigation Plan. The State Hazard Mitigation Plan (SHMP) represents the state's primary hazard mitigation guide, providing an updated and comprehensive account of the state's historical and current hazard analysis, mitigation strategies, goals, and objectives. The SHMP is required to be reviewed and resubmitted to the Federal Emergency Management Agency (FEMA) for approval at least once every five years to ensure continued funding eligibility for certain Stafford Act grant programs. Goals of the SHMP include (California Governor's Office of Emergency Services [Cal OES] 2018):

- Significantly reduce life loss and injury;
- Minimize damage to structure and property and minimize interruption of essential service and activities;
- Protect the environment; and
- Promote community resilience through integration of hazard mitigation with public policy and standard business practices.

Local Regulations

Napa County General Plan. Wildfires are addressed in the Safety Element.

Safety Element Goals (relating to wildfire)

Goal SAF-3: It is the goal of Napa County to effectively manage forests and watersheds, and to protect homes and businesses from fire and wildfire and minimize potential losses of life and property.

Safety Element Policies

- Policy SAF-20: All new development shall comply with established fire safety standards. Design plans shall be referred to the appropriate fire agency for comment as to:
 1. Adequacy of water supply.
 2. Site design for fire department access in and around structures.
 3. Ability for a safe and efficient fire department response.
 4. Traffic flow and ingress/egress for residents and emergency vehicles.
 5. Site-specific built-in fire protection.
 6. Potential impacts to emergency services and fire department response.

Napa County Operational Area Hazard Mitigation Plan (updated 2013). The NCOAHM rates the county risk of fire as a "high risk with a widespread impact." The county's high-risk rating is attributed to the

meeting of both highly flammable vegetation and valuable structures, also called the Wildland Urban Interface (WUI). In the case of Napa County, the boundary of the WUI is not well defined and structures (primarily residential in nature) are vulnerable because they were constructed to depend on emergency services rather than with “resistance, survivability, and self-protection” in mind.

According to the NCOAHM, although the county is considered a high risk for wildfires, the airport is in an area of a low fire hazard (NCOAHM 2013, Figure 3-5), most likely due to the fact that the airport is not located within a WUI and is within proximity of emergency services.

IMPACT ANALYSIS

XX.a-d) No Impact. The project area is not located adjacent to high-risk fire hazard areas. Rather, the Proposed Project will be in an area where there is not a significant slope, prevailing winds, or other risk factors that expose the region to wildfire risk. If, in the event a fire is ignited from construction work, the airport is less than one mile from an emergency facility which can address a fire quickly, diminishing a regional threat of wildfire. The Proposed Project will not conflict with goals and policies regarding safety and wildfires outlined in the *Napa County General Plan*.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat for 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IMPACT ANALYSIS

XIX.a) Less Than Significant Impact. Although no sensitive species were identified in the area of disturbance for the Proposed Project, avoidance and minimization measures are in place as follows:

- If any disturbance to Fagan Creek becomes necessary, a survey for the western pond turtle will be performed by a qualified biologist prior to any construction activities. If turtles are detected, they will be relocated to a safe reach of the same creek prior to the initiation of construction activity. Replacement habitat of like quantity and quality on- or off-site for the western pond turtle will be provided per General Plan Policies CON-13 and CON-14, if necessary.
- To avoid take under the MBTA and/or California FGC §3513, either a take permit from the USFWS and/or CDFW will be obtained or a pre-construction survey will be conducted, if any tree removal or adjacent construction activity will take place during breeding/nesting season (generally February 1 through August 31). If required, the survey will be undertaken by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found

on or immediately adjacent to the site, the USFWS and/or CDFW will be contacted to determine appropriate avoidance measures. This would include requiring temporary or permanent buffers of adequate size (based on the requirements of the subject special-status species) to avoid nest abandonment by birds and raptors associated with construction and site development activities per General Plan Policy CON-13.

The Proposed Project does not have the potential to substantially degrade or reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of an endangered species.

Additional avoidance and minimization measures are related to protecting water quality:

- Prepare and implement an updated SWPPP to include the additional building and pavement surfaces. BMPs will be implemented to avoid any detrimental water quality impacts to Fagan Creek.
- Prepare and implement a grading/erosion plan and implement BMPs, such as those included in FAA AC 150/5370-10H, Item C-102.
- Comply with Napa County ordinances for all grading, drainage, and construction of improvements.

As such, the project will not have the potential to substantially degrade the quality of the environment.

The Proposed Project will not eliminate important examples of the major periods of California history or prehistory. The Proposed Project will occur within developed portions of the existing airport and does not have the potential to cause substantial adverse changes to archaeological resources. Neither the airport property as a whole nor individual buildings or structures proposed for demolition or relocation are eligible for listing in the NRHP or the CRHR. No archaeological resources were identified within the study area as a result of a pedestrian field survey (SWCA 2020).

Per state and federal regulations, the airport will require the contractor to follow standard protocols for the discovery of unanticipated cultural resources, if needed:

- If any buried and/or previously unidentified cultural materials are encountered during project construction, work shall cease immediately at that location and the Airport Sponsor shall notify both the FAA and the SHPO as soon as possible to determine an appropriate course of action.

As a result of the consultation meeting with the Yocha Dehe Wintun Nation, the airport has also agreed to the following tribal requests (**Appendix A**):

1. The project will include a pre-construction cultural sensitivity training under the direction of the Yocha Dehe Wintun Nation prior to the commencement of construction activity.

2. On-site tribal monitoring for underground utility work and initial ground disturbance, inclusive of asphalt removal, will be conducted.

XIX.b) Less Than Significant with Mitigation Incorporated. The Proposed Project will generate air quality emissions and GHGs during both construction and operational phases. These emissions will contribute to cumulative conditions within the SFBAAB. Since the Proposed Project’s construction activity will approach BAAQMD thresholds of significance for ROG during certain stages of construction, mitigation will be implemented by the project to reduce emissions below significant levels. BMPs required for PM₁₀ as standard practice are also included.

Construction-Related Mitigation Measures

AQ-1: To avoid exceeding the BAAQMD threshold for ROGs (54 pounds per day), low-volatile organic compound (VOC) paint and interior building materials shall be used during the painting/finishing phase of the Proposed Project. Per BAAQMD recommendations, such measures include using low-VOC interior paint (VOC level of 50 grams per liter [g/L] or less) and using low-VOC or recycled materials for interior finishes.

AQ-2: BMPs recommended by BAAQMD (per U.S. EPA) to reduce fugitive dust emissions shall be implemented:

- Soil stabilization shall occur by applying water for a short-term solution or applying dust suppressants or vegetative cover for a long-term solution;
- Carryout and takeover materials (such as dirt/demolition spoils and other construction waste which fall from trucks onto roads) shall be cleaned daily and immediately if material spills occur more than 50 ft from the exit point of the project site. Appropriate clean-up methods require the complete removal and cleanup of mud and dirt from the paved surfaces and shoulders;
- Dust control for unpaved vehicle and equipment traffic areas and speed limit signs to 15 miles per hour (mph) or less shall be posted every 500 ft; and
- Recordkeeping shall be used to document compliance with the rules and notate all dust control measures utilized on-site. Records are to be kept for one year following the end of “dust-generating” activities.

AQ-3: Regulations outlined in the CARB handbook, *In-Use Off-Road Diesel-Fueled Fleets Regulations* (2016), which applies to all self-propelled off-road vehicles that are 25 horsepower (hp) or more, as well as most two-engine vehicles, shall be required. The purpose of this regulation is to reduce emissions of NO_x and particulate matter by:

- Limiting unnecessary idling of vehicles to five minutes;
- Requiring all vehicles to be reported to CARB and labeled;

- Restrictions on adding vehicles older than January 1, 2004, to the fleet; and
- Requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, such as exhaust retrofits.

XIX.c) Less Than Significant. The Proposed Project is not located in proximity to residential neighborhoods or other sensitive populations that could be adversely affected by such project-related issues as odors, noise, or construction dust. The airport will continue to comply with applicable regulations, including those related to the management of hazardous materials and construction activity. The following avoidance and minimization measures are required by existing regulations:

- The relocated self-serve facility, as well as future expansion of the airport's fuel farm, will be required to implement an appropriate SPCC plan.
- Regulation 11 of BAAQMD will be implemented during demolition of buildings. Regulation 11 outlines the handling and reporting requirements for asbestos.
- Prior to the start of any demolition activities, a lead-based paint/lead containing paint abatement work practice plan will be prepared in compliance with federal, state, and local regulations for any necessary removal and disposal of these materials. The plan must contain the following (CCR, Title 8, § 1532.1[E], Lead – Methods of Compliance):
 - Protective work clothing and equipment;
 - Housekeeping practices;
 - Hygiene facilities, practices, and regulated areas; and
 - Applicable good work practices.

LIST OF DOCUMENT PREPARERS

Project Sponsor/Document Reviewer

Napa County Airport
Greg Baer, MPA
Airports Project Supervisor

Environmental Consultants

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4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254

Project Manager: Judi Krauss, AICP
Environmental Planners: Michelle Kriks, AICP; Kory Lewis

Salix Consulting, Inc. (Biological Resources)
11601 Blocker Drive, Suite 100
Auburn, CA 95603

SWCA Environmental Consultants (Cultural and Historic-Era Resources)
1422 Monterey Street, C#200
San Luis Obispo, CA 93401

AGENCIES AND WEBSITES CONSULTED

Association of Bay Area Governments: <https://abag.ca.gov/>

Bay Area Air Quality Management District: <https://www.baaqmd.gov/>

California Air Resources Board: <https://www.arb.ca.gov/desig/adm/adm.htm>

California Buildings Standards Commission – CALGreen: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>

California Code of Regulations: <https://oal.ca.gov/publications/ccr/>

California Department of Conservation: <https://maps.conservation.ca.gov>

- California Geological Survey: <https://www.conservation.ca.gov/cgs/>
- Farmland Security Zones: <https://www.conservation.ca.gov/dlrp/wa/Pages/Farmland-Security-Zones.aspx>
- *Williamson Act* Program: <https://www.conservation.ca.gov/dlrp/lca>

California Fish and Game Commission – California Fish and Game Code: <https://fgc.ca.gov/Regulations/Current>

California Department of Fish and Wildlife – *California Endangered Species Act*: <https://www.wildlife.ca.gov/Conservation/CESA>

California Department of Forestry and Fire Protection: <https://fire.ca.gov/>

California Department of Toxic Substances Control: <http://www.envirostor.dtsc.ca.gov/public/>

California Energy Commission – State Renewable Energy Goal: <https://www.energy.ca.gov/programs-and-topics/topics/renewable-energy>

California Governor’s Office of Emergency Services: <https://www.caloes.ca.gov/>

California Governor’s Office of Planning and Research: <http://www.opr.ca.gov/>

California State Water Resources Control Board: <https://www.waterboards.ca.gov/>

City of American Canyon - Zero Water Footprint: <https://www.cityofamericancanyon.org/government/public-works/water>

Federal Emergency Management Agency: <https://www.fema.gov/>

International Civil Aviation Organization: <https://www.icao.int/Pages/default.aspx>

Napa County, California: <https://www.countyofnapa.org/>

- Napa County Code: https://library.municode.com/ca/napa_county/codes/code_of_ordinances?nodId=NACOCO1993
- Napa County Emergency Services: <https://www.countyofnapa.org/353/Emergency-Services>
- Napa County Planning, Building, and Environmental Services: <https://www.countyofnapa.org/589/Planning-Building-Environmental-Services>

Napa Valley Transportation Authority: <https://www.nvta.ca.gov/>

National Interagency Fire Center: <https://www.nifc.gov/>

San Francisco Bay Regional Water Quality Board: <https://www.waterboards.ca.gov/sanfranciscobay/>

U.S. Department of Interior – Office of Wildland Fire: <https://www.doi.gov/wildlandfire/>

U.S. Environmental Protection Agency: www.epa.gov

- *Clean Air Act*: <https://www.epa.gov/clean-air-act-overview>
- *Clean Water Act*: <https://www.epa.gov/laws-regulations/summary-clean-water-act>
- *Comprehensive Environmental Response, Compensation, and Liability Act /Superfund*: <https://www.epa.gov/laws-regulations/summary-comprehensive-environmental-response-compensation-and-liability-act>
- Environmental Justice Screening and Mapping Tool: <https://ejscreen.epa.gov/mapper/>
- *Resource Conservation and Recovery Act*: <https://www.epa.gov/rcra>
- *Toxic Chemicals Substances Control Act*: <https://www.epa.gov/chemicals-under-tsca>

U.S. Fish and Wildlife Service

- *Federal Endangered Species Act*: <https://www.fws.gov/endangered/laws-policies/>
- *Migratory Bird Treaty Act*: <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>

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Appendix A

Native American Tribal Outreach



April 3, 2020

Leroy Laurie
SWCA Environmental Consultants

CHAIRPERSON
Laura Miranda
Luiseño

Via Email to: laurie@swca.com
Cc to: scottg@mishewal-wappotribe.com

VICE CHAIRPERSON
Reginald Pagaling
Chumash

Re: Napa County Airport Cultural Resources Support (SWCA Project No. 59855) Project, Napa County

SECRETARY
Merri Lopez-Keifer
Luiseño

Dear Mr. Laurie:

PARLIAMENTARIAN
Russell Attebery
Karuk

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the Mishewal-Wappo Tribe of Alexander Valley on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

COMMISSIONER
Marshall McKay
Wintun

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

COMMISSIONER
Joseph Myers
Pomo

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

Sincerely,

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

Sarah Fonseca
Cultural Resources Analyst

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Attachment

**Native American Heritage Commission
Native American Contacts List
April 3, 2020**

Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
Charlie Wright, Chairperson
P.O. Box 1630 Wintun / Patwin
Williams CA 95987
(530) 473-3274 Office
(530) 473-3301 Fax

Middletown Rancheria
Jose Simon III, Chairperson
P.O. Box 1035 Pomo
Middletown CA 95461 Lake Miwok
sshope@middletownrancheria.com
(707) 987-3670 Office
(707) 987-9091 Fax

Mishewal-Wappo Tribe of Alexander Valley
Scott Gabaldon, Chairperson
2275 Silk Road Wappo
Windsor CA 95492
scottg@mishewalwappotribe.com
(707) 494-9159

Yocha Dehe Wintun Nation
Anthony Roberts, Chairperson
P.O. Box 18 Wintun (Patwin)
Brooks CA 95606
aroberts@yochadehe-nsn.gov
(530) 796-3400
(530) 796-2143 Fax

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

**This list is only applicable for contacting local Native Americans Tribes for the proposed:
Napa County Airport Cultural Resources Support (SWCA Project No. 59855) Project, Napa County.**



A Tradition of Stewardship
A Commitment to Service

Department of Public Works
Napa County Airport

2030 Airport Road
Napa, CA 94558
www.napacountyairport.org

Main: (707) 253-4300
Fax: (707) 253-4330

Steven E. Lederer
Director

Certified Mail

June 17, 2020

Charlie Wright, Chairperson
Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
P.O. Box 1630
Williams, CA 95987

Re: Request for Information on Tribal Cultural Resources under the *California Environmental Quality Act (CEQA)* - Napa County Airport Redevelopment Project

Dear Mr. Wright,

The Napa County Airport is currently considering proposed redevelopment of its existing general aviation (GA) terminal area. A regional location map and conceptual project exhibit are attached. No additional development will occur off the airport. Rather, an existing 24-acre area will be redeveloped to accommodate new planned fixed base operator activity. No archaeological or Tribal Cultural Resources are known to occur within the project area. See attached archaeological survey report.

This letter serves as a request for any information that your Tribe may wish to provide the County regarding archaeological or Tribal Cultural Resources in the project area for us to consider during our CEQA review. Please respond with any pertinent information within 30 days of the receipt of this letter to my attention.

If you should have any questions, please feel free to contact by telephone at 707-253-4665 or via email at greg.baer@countyofnapa.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Baer".

Greg Baer, MPA
Airport Manager

Enclosures: Regional Project Map
Conceptual Project Plan
Archaeological Survey Report



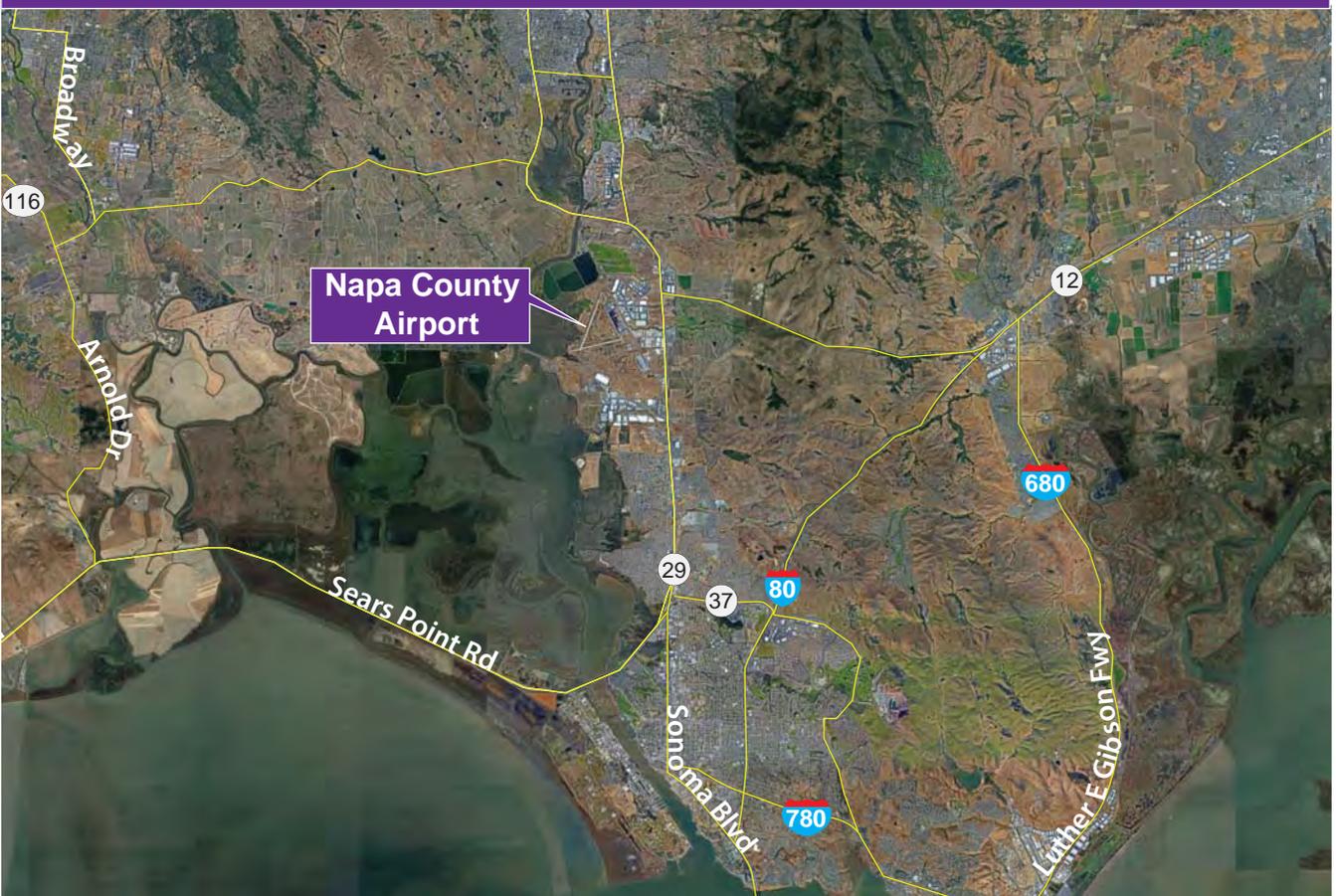


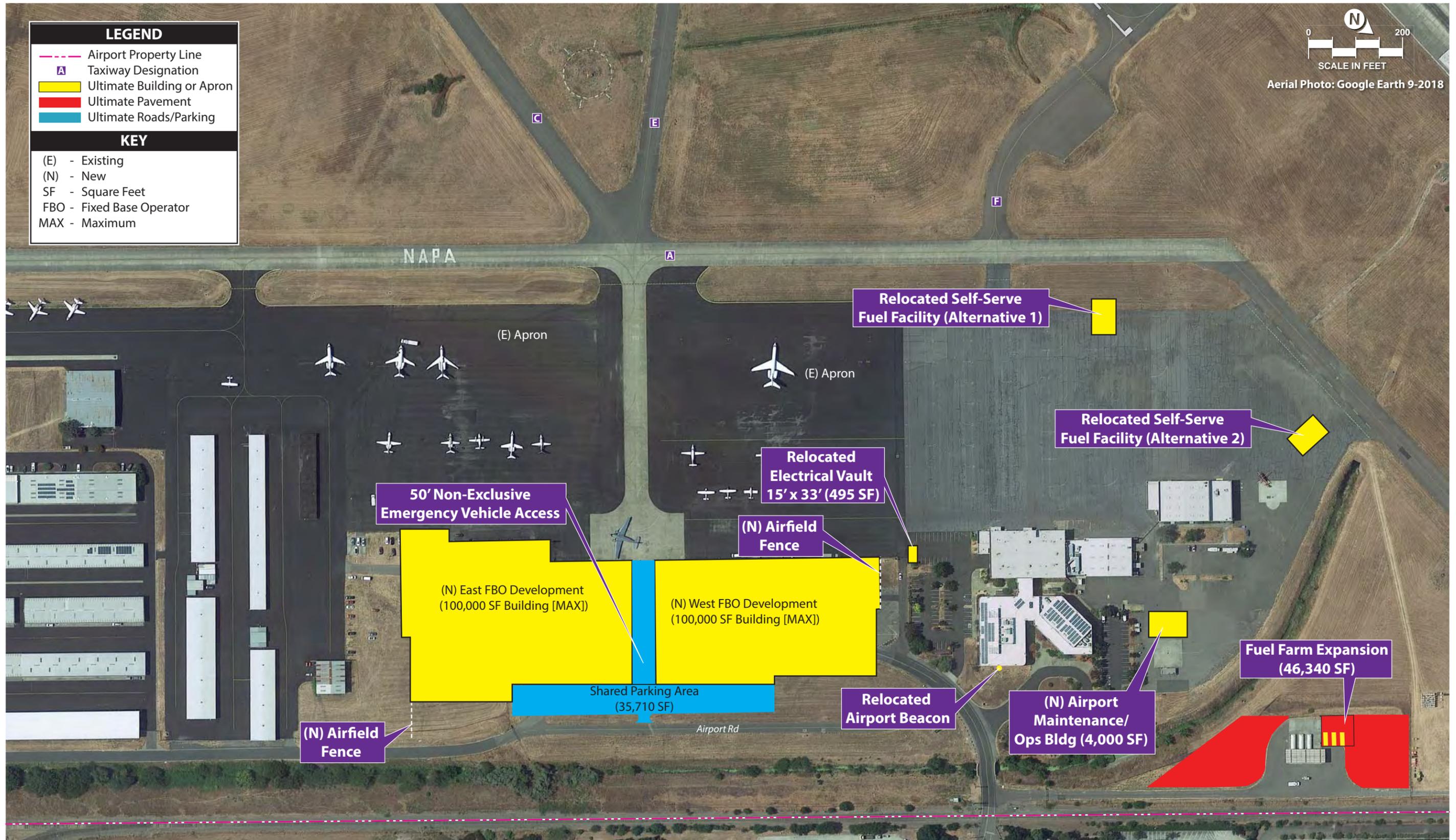
Exhibit 1
LOCATION MAP



Aerial Photo: Google Earth 9-2018

LEGEND	
	Airport Property Line
	Taxiway Designation
	Ultimate Building or Apron
	Ultimate Pavement
	Ultimate Roads/Parking

KEY	
(E)	- Existing
(N)	- New
SF	- Square Feet
FBO	- Fixed Base Operator
MAX	- Maximum



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A Tradition of Stewardship
A Commitment to Service

Department of Public Works
Napa County Airport

2030 Airport Road
Napa, CA 94558
www.napacountyairport.org

Main: (707) 253-4300
Fax: (707) 253-4330

Steven E. Lederer
Director

Certified Mail

June 17, 2020

Jose Simon III, Chairperson
Middletown Rancheria
P.O. Box 1035
Middletown, CA 95461

**Re: Notification of Proposed Project Pursuant to Public Resources Code 21080.3.1
Napa County Airport Redevelopment Project**

Dear Mr. Simon,

The Napa County Airport is currently considering proposed redevelopment of its existing general aviation (GA) terminal area. A regional location map and conceptual project exhibit are attached. No additional development will occur off the airport. Rather, an existing 24-acre area will be redeveloped to accommodate new planned fixed base operator activity. No archaeological or Tribal Cultural Resources are known to occur within the project area. See attached archaeological survey report.

This letter serves as notification to the Middletown Rancheria that is traditionally and culturally affiliated with the geographic area of the proposed project pursuant to Public Resources Code 21080.3.1 (Assembly Bill 52 [Gatto]). If your tribe wishes to consult on this project, please contact me in writing, within 30 days of receipt of this letter, to request consultation.

If you should have any questions, please feel free to contact by telephone at 707-253-4665 or via email at greg.baer@countyofnapa.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Baer".

Greg Baer, MPA
Airport Manager

Enclosures: Regional Project Map
Conceptual Project Plan
Archaeological Survey Report





A Tradition of Stewardship
A Commitment to Service

Department of Public Works
Napa County Airport

2030 Airport Road
Napa, CA 94558
www.napacountyairport.org

Main: (707) 253-4300
Fax: (707) 253-4330

Steven E. Lederer
Director

Certified Mail

June 17, 2020

Scott Gabaldon, Chairperson
Mishewal Wappo Tribe of Alexander Valley
P.O. Box 1086
Santa Rosa, CA 95402

**Re: Notification of Proposed Project Pursuant to Public Resources Code 21080.3.1
Napa County Airport Redevelopment Project**

Dear Mr. Gabaldon,

The Napa County Airport is currently considering proposed redevelopment of its existing general aviation (GA) terminal area. A regional location map and conceptual project exhibit are attached. No additional development will occur off the airport. Rather, an existing 24-acre area will be redeveloped to accommodate new planned fixed base operator activity. No archaeological or Tribal Cultural Resources are known to occur within the project area. See attached archaeological survey report.

This letter serves as notification to the Middletown Rancheria that is traditionally and culturally affiliated with the geographic area of the proposed project pursuant to Public Resources Code 21080.3.1 (Assembly Bill 52 [Gatto]). If your tribe wishes to consult on this project, please contact me in writing, within 30 days of receipt of this letter, to request consultation.

If you should have any questions, please feel free to contact by telephone at 707-253-4665 or via email at greg.baer@countyofnapa.org.

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Steven E. Lederer
Director

Certified Mail

June 17, 2020

Isaac Bojorquez
Anthony Roberts, Chairperson
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

**Re: Notification of Proposed Project Pursuant to Public Resources Code 21080.3.1
Napa County Airport Redevelopment Project**

Dear Mr. Bojorquez and Mr. Roberts,

The Napa County Airport is currently considering proposed redevelopment of its existing general aviation (GA) terminal area. A regional location map and conceptual project exhibit are attached. No additional development will occur off the airport. Rather, an existing 24-acre area will be redeveloped to accommodate new planned fixed base operator activity. No archaeological or Tribal Cultural Resources are known to occur within the project area. See attached archaeological survey report.

This letter serves as notification to the Middletown Rancheria that is traditionally and culturally affiliated with the geographic area of the proposed project pursuant to Public Resources Code 21080.3.1 (Assembly Bill 52 [Gatto]). If your tribe wishes to consult on this project, please contact me in writing, within 30 days of receipt of this letter, to request consultation.

If you should have any questions, please feel free to contact by telephone at 707-253-4665 or via email at greg.baer@countyofnapa.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Baer".

Greg Baer, MPA
Airport Manager

Enclosures: Regional Project Map
Conceptual Project Plan
Archaeological Survey Report





A Tradition of Stewardship
A Commitment to Service

Department of Public Works
Napa County Airport

2030 Airport Road
Napa, CA 94558
www.napacountyairport.org

Main: (707) 253-4300
Fax: (707) 253-4330

Steven E. Lederer
Director

July 8, 2020

*Corrected

Isaac Bojorquez
Anthony Roberts, Chairperson
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

**Re: Notification of Proposed Project Pursuant to Public Resources Code 21080.3.1
Napa County Airport Redevelopment Project**

Dear Mr. Bojorquez and Mr. Roberts,

The Napa County Airport is currently considering proposed redevelopment of its existing general aviation (GA) terminal area. A regional location map and conceptual project exhibit are attached. No additional development will occur off the airport. Rather, an existing 24-acre area will be redeveloped to accommodate new planned fixed base operator activity. No archaeological or Tribal Cultural Resources are known to occur within the project area. See attached archaeological survey report.

This letter serves as notification to the Yocha Dehe Wintun Nation that is traditionally and culturally affiliated with the geographic area of the proposed project pursuant to Public Resources Code 21080.3.1 (Assembly Bill 52 [Gatto]). If your tribe wishes to consult on this project, please contact me in writing, within 30 days of receipt of this letter, to request consultation.

If you should have any questions, please feel free to contact by telephone at 707-253-4665 or via email at greg.baer@countyofnapa.org.

Sincerely,

A handwritten signature in cursive script that reads "Greg Baer".

Greg Baer, MPA
Airport Manager

Enclosures: Regional Project Map
Conceptual Project Plan
Archaeological Survey Report





A Tradition of Stewardship
A Commitment to Service

Department of Public Works
Napa County Airport

2030 Airport Road
Napa, CA 94558
www.napacountyairport.org

Main: (707) 253-4300
Fax: (707) 253-4330

Steven E. Lederer
Director

August 11, 2020

Laverne Bill
Cultural Resources Manager
Yocha Dehe Wintun Nation
P.O. Box 18
Brooks, CA 95606

Via Electronic Mail

**Re: Consultation Complete - Tribal Consultation Pursuant to Public Resources Code 21080.3.1
(Assembly Bill 52 [Gatto])
Napa County Airport Redevelopment Project
2030 Airport Road, APN: 057-050-009**

Dear Mr. Bill:

Thank you for your and Eric Hernandez's time to meet with me at the Napa County Airport (Airport) last Friday, August 7, 2020 as part of the Tribal Consultation Process associated with the subject project.

After providing a copy of the Airport's Draft Terminal Area Redevelopment Plan, I went over airport history as it relates to Fixed Base Operator (FBO) operations at the Airport, and the Airport's current process for future redevelopment and the potential to have a second FBO. Following that summary, we walked the area where redevelopment would occur, and I described the general scope of anticipated improvements.

Based on your understanding of the project and cultural resources in the general area, you requested that the project include pre-construction cultural sensitivity training under your direction, as well as on-site tribal monitoring for underground utility work and initial ground disturbance, inclusive of asphalt removal. These requested provisions have been incorporated into the project's California Environmental Quality Act (CEQA) document expected to be published for public review next week. Based on aforementioned site visit and incorporation of the requested actions into the project, the County now considers the Tribal Consultation process as being complete.



Thank you for your ongoing interest in this development project at the Napa County Airport. If you have any questions, please feel free to contact me by telephone at 707-253-4665 or via email at greg.baer@countyofnapa.org.

Sincerely,

Greg Baer

Greg Baer
Napa County Airport Manager





Appendix B

Biological Resources Assessment

**BIOLOGICAL RESOURCES ASSESSMENT
FOR THE
±58-ACRE NAPA COUNTY AIRPORT
TERMINAL REDEVELOPMENT PROJECT STUDY AREA
NAPA COUNTY, CALIFORNIA**



Prepared for:

***Coffman Associates
4835 E. Cactus Rd., Ste 235
Scottsdale, AZ 85254***

Prepared by:



11601 Blocker Drive, Ste.100
Auburn, California 95603
(530) 888-0130

JUNE 2020

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**Biological Resources Assessment
for the
±58-ACRE NAPA COUNTY AIRPORT TERMINAL REDEVELOPMENT PROJECT
STUDY AREA**

INTRODUCTION

Project Location

Salix Consulting, Inc. (Salix) has prepared a Biological Resources Assessment for the ±58-acre Napa County Airport Terminal Redevelopment Drainage Improvement Project Study Area (study area) located in unincorporated Napa County, California.

The Napa County Airport property occupies approximately 730 acres in southern Napa County west of the intersection of State Route 29 and State Route 12, approximately five miles south of the City of Napa and one mile north of the City of American Canyon (Figure 1). The airport is about five miles north of San Pablo Bay and one mile east of the Napa River. The study area of approximately 58 acres is located in the eastern portion of the airport property.

It is situated in Sections 2, 3, and 11, of Township 4 North and Range 4 West on the Cuttings Wharf USGS 7 ½ minute quadrangle (Figure 1). The approximate coordinates for the center of the property are: 38°13' 07.17" N and 122° 16' 45.36" W.

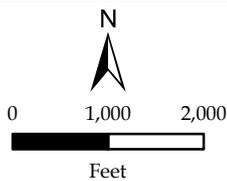
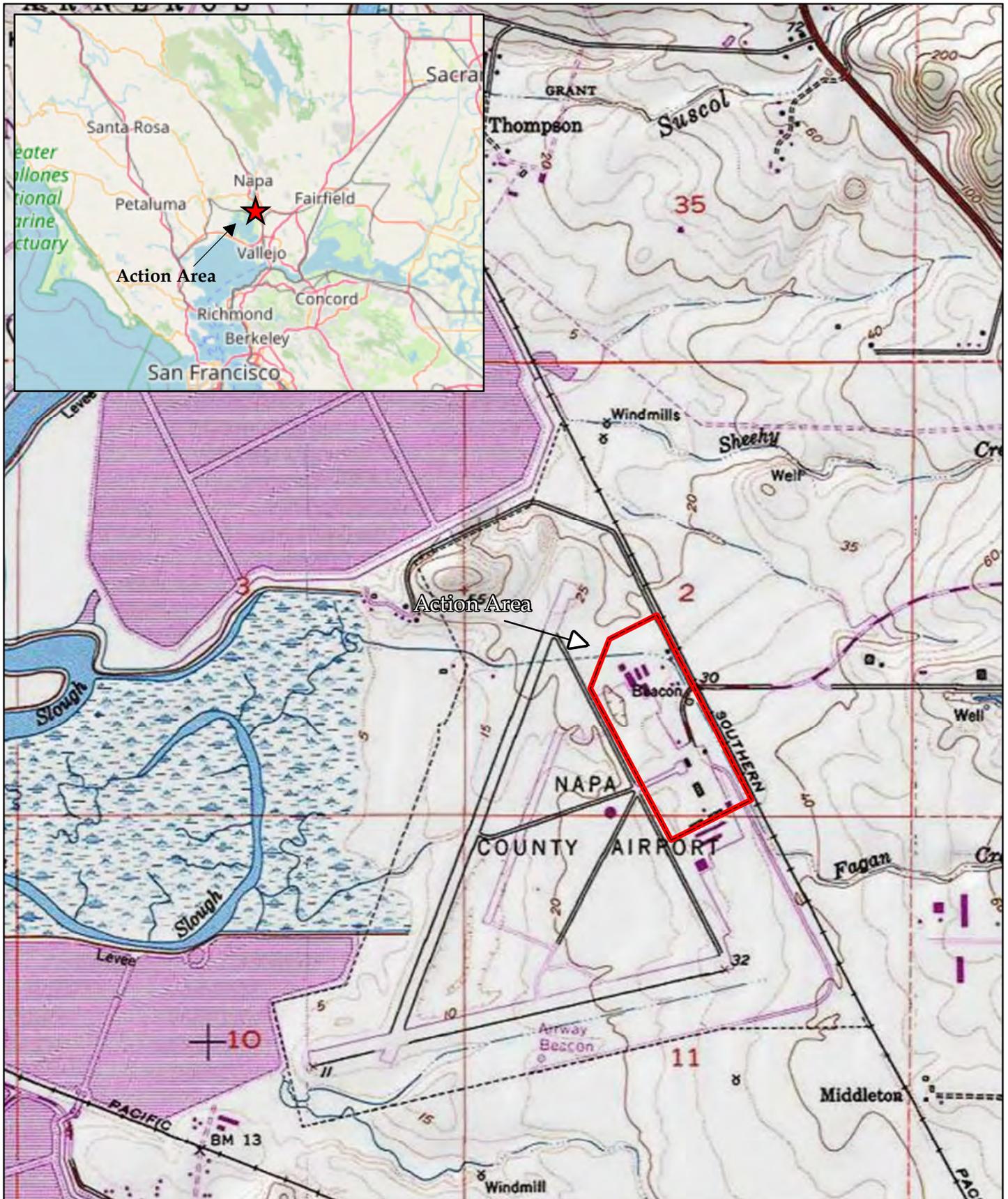
Project Setting

The airport is bounded to the west by former salt evaporation ponds and marshland, to the northwest by wastewater treatment facility, to the east by industrial and commercial developments, and southwest by undeveloped agricultural lands that are zoned for industrial use.

The airport occurs in a low-lying area at elevations of approximately 10 to 35 feet above mean sea level. A large portion of the airport has been constructed on fill, which is assumed to have been placed during the early construction period in the 1940's. The western and southwestern perimeters of the airport include tidally-influenced salt marshes. Much of the airport property drains into these marshes and ultimately into the lower reaches of the Napa River. Fagan Creek drains the eastern, northern, and northwestern portions of the airport, although it is channelized around the airport and flows through a culvert under taxiway K and runway 18L before draining into Fagan Marsh (Figure 2).

Background

Napa County Airport is proposing the redevelopment of the existing terminal area in order to increase in the apron area, accommodate the construction of terminal and maintenance facilities and hangars for fixed-based operators, and a joint-use parking area, the relocation of an existing self-serve fuel island, the airfield lighting vault



Source Maps: USGS Topographic Map
 Cuttings Warf Quad 1:24,000
 S02+03+11+10 T04N R04W

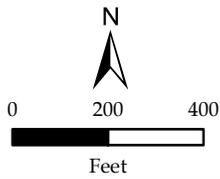
Figure 1
SITE AND VICINITY MAP
Taxiway H
 Napa County, CA



AIRPORT RD

TAXIWAY A

FAGAN CREEK



 Action Area
±58 acres)

*Photo source: Napa County,
6-19-18*

Figure 2

AERIAL MAP

*Napa Airport Terminal Redevelopment
Napa County, CA*

and beacon, and expansion of the fuel farm. The existing terminal building and a few other existing buildings will be demolished.

Objectives of Biological Resources Assessment

- Identify and describe the biological communities present in the study area
- Record plant and animal species observed in the study area
- Determine if the study area may or could contain federally and state-listed sensitive resources that could be affected directly or indirectly by project activities
- Provide recommendations for mitigations to avoid or minimize impacts to the sensitive resources to the extent feasible.

METHODS

Literature Review

As part of this assessment, Salix biologists reviewed aerial photographs, USGS maps, and site maps for the study area. Standard publications were reviewed to provide information on life history, habitat requirements, and distribution of regionally occurring plant and animal species. They include published books, field guides, and the California Wildlife Habitats Relationships Program. Publications utilized in this assessment are included in the References section of this document.

In addition, the following studies were reviewed:

- 2006 *Biological Assessment for the Napa County Airport Master Plan* (Jim Wallace Environmental Consulting Services 2006),
- 2008 *Revised Biological Assessment for the Napa County Airport Master Plan* (Jim Wallace Environmental Consulting Services 2008a),
- 2008 *Draft Environmental Assessment for the Napa County Airport Master Plan* (Jim Wallace Environmental Consulting Services 2008b),
- 2010 *Napa County Airport Federal Aviation Administration 2010 Revised Biological Assessment for the South Side Hangar Development*,
- *Biological Assessment for the Runway 18R-36L Rehabilitation Project* (Salix Consulting 2015),
- *Biological Assessment for the Runway 18L-36R Rehabilitation Project* (Salix Consulting 2017), and
- *Biological Assessment for the Taxiway H Rehabilitation Project* (Salix Consulting 2018).

Special-Status Species Reports

To determine which special-status species could occur within or near the study area, Salix biologists queried the California Natural Diversity Data Base (CDFW 2020) for reported occurrences of special-status fish, wildlife, and plant species in the region surrounding the study area, the U.S. Fish and Wildlife Service (USFWS 2020) IPaC Trust

Resources Report generated for the study area, and the California Native Plant Society Inventory (CNPS 2020) generated for the region surrounding the study area. The six-quadrangle search area included Benicia, Cordelia, Cuttings Wharf, Mare Island, Petaluma Point, and Sears Point USGS quadrangles.

For the purposes of this report, special-status species are those that fall into one or more of the following categories:

- Listed as endangered or threatened under the federal Endangered Species Act (or candidate species, or formally proposed for listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as rare, protected, or fully protected pursuant to California Fish and Game Code;
- Designated a Species of Special Concern by the California Department of Fish and Wildlife, or
- Designated as Ranks 1, 2, or 3 on lists maintained by the California Native Plant Society.

Field Assessment

A field assessment of the study area was conducted by Jeff Glazner on April 29, 2020, to identify existing conditions and assess the site for the presence or absence of federally and state-sensitive resources. During the field assessments, plants and animals observed on site were recorded, habitat types were determined, and the potential for the site to support special-status species known from the region was assessed. A list of plants observed appears in Appendix A. Plant names are according to *The Jepson Flora Project (Jepson eflora)* or more recent publications if the nomenclature for any species has changed. Wildlife observed are identified in the **Wildlife Occurrence and Use** section of the report below.

SURVEY AND LITERATURE SEARCH RESULTS

Biological Communities

Three primary biological communities occur within the study area and include ruderal annual grassland, Fagan Creek, and pavement/buildings/landscaping (Table 1 and Figure 3). The biological communities within the Action Area are primarily developed and disturbed, as described below. Site photographs were taken from locations identified in Figure 4, and site photos are presented in Figures 4a-4d.

Table 1.
Biological Communities Present within the
Napa Airport Terminal Redevelopment Study Area

Biological Community	Approximate Acreage
Ruderal Annual grassland	16.9
Fagan Creek	1.0
Pavement/buildings/landscaping	40.1
Total	58

Annual Grassland

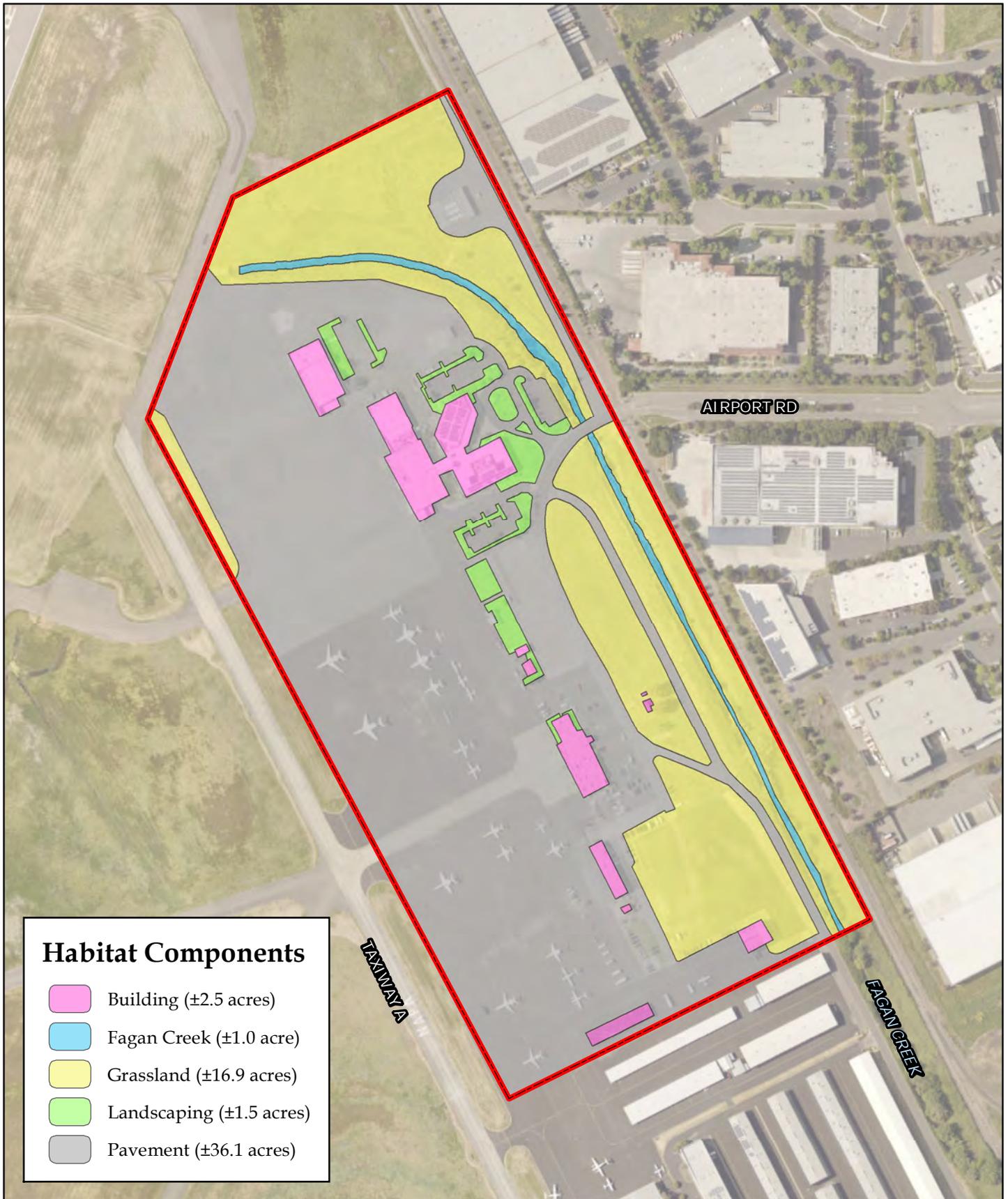
The Action Area contains several areas of ruderal annual grassland. These areas are all similar in that they are mowed frequently and support a weedy, mostly annual flora. Common grass species include Italian rye grass (*Festuca perennis*), wall barley (*Hordeum murinum*), wild oats (*Avena fatua*), and bromes (*Bromus hordeaceus*, *B. diandrus*). Common forbs include rose clover (*Trifolium hirtum*), field bindweed (*Convolvulus arvensis*), yellow star thistle (*Centaurea solstitialis*), bristly ox-tongue (*Helminthotheca echioides*), and wild radish (*Raphanus sativus*). A few scattered shrubs occur within annual grassland in the northern portion of the site and consist mostly of coyote brush (*Baccharis pilularis*) and ornamental species.

Fagan Creek

Fagan Creek was rerouted and configured many decades ago into its current configuration. It is generally a trapezoidal channel with very steep side slopes (2:1 or steeper) and contains an inset bench and a low flow channel (Figure 7a). Portions of the creek support riparian vegetation (woody hydrophytes), mostly willow (*Salix laevigata* and *S. exigua*), Fremont cottonwood (*Populus fremontii*), and northern black walnut (*Juglans hindsii*). The creek receives urban runoff and is presumed wet year-round. It supports a wetland plant community near the water.

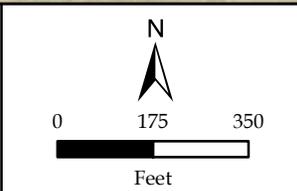
Developed: Pavement/Buildings/Landscaping

The remainder of and large majority of the project is already developed with pavement and buildings. Within this 40+ acres, ±36 acres is pavement, ±2.5 acres is buildings, and ±1.5 acres is landscaped in association with the buildings. There are no biological sensitivities within these areas except for nesting birds.



Habitat Components

- Building (±2.5 acres)
- Fagan Creek (±1.0 acre)
- Grassland (±16.9 acres)
- Landscaping (±1.5 acres)
- Pavement (±36.1 acres)



 Action Area (±58 acres)

Photo source: Napa County, 6-19-18

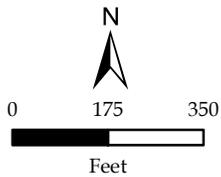
Figure 3
HABITAT MAP
Napa Airport Terminal Redevelopment
 Napa County, CA



AIRPORT RD

TAXIWAY A

FAGAN CREEK



 Action Area
(±58 acres)

*Photo source: Napa County,
6-19-18*

Figure 4

PHOTO POINTS

*Napa Airport Terminal Redevelopment
Napa County, CA*



Site photo – Photo point #1



Site photo – Photo point #2



Photo date: April 29, 2020

Figure 4a

SITE PHOTOS

Napa Airport Terminal Redevelopment

Napa County, CA



Site photo – Photo point #3



Site photo – Photo point #4



Photo date: April 29, 2020

Figure 4b

SITE PHOTOS

Napa Airport Terminal Redevelopment

Napa County, CA



Site photo – Photo point #5



Site photo – Photo point #6



Photo date: April 29, 2020

Figure 4c

SITE PHOTOS

Napa Airport Terminal Redevelopment

Napa County, CA



Site photo – Photo point #7



Site photo – Photo point #8



Photo date: April 29, 2020

Figure 4d

SITE PHOTOS

*Napa Airport Terminal Redevelopment
Napa County, CA*

Wildlife Occurrence and Use

The study area supports wildlife species generally adapted to urban interface settings. The ruderal grassland is frequently mowed and maintained but still provides habitat for a variety of small mammals and rodents including Botta's pocket gopher (*Thomomys bottae*), California meadow mouse (*Microtus californicus*), western harvest mouse (*Reithrodontomys megalotis*), and black-tailed hare (*Lepus californicus*). Striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), and coyote (*Canis latrans*) have also been observed on the airport and would be attracted to the Fagan Creek corridor.

Although habitat is limited, raptors may forage in ruderal annual grassland of the study area. The Eucalyptus on the site (near the beacon) are tall and provide good roosting habitat. Both resident and migratory songbirds utilize the Fagan Creek corridor as quality nesting and foraging habitat is present. Dense vegetation in the creek corridor also provides cover. During the site visit, red-winged blackbird, Brewer's blackbird, white-crowned sparrow, house finch, American crow, black phoebe, mourning dove, American robin, and turkey vulture were observed.

Waters of the United States

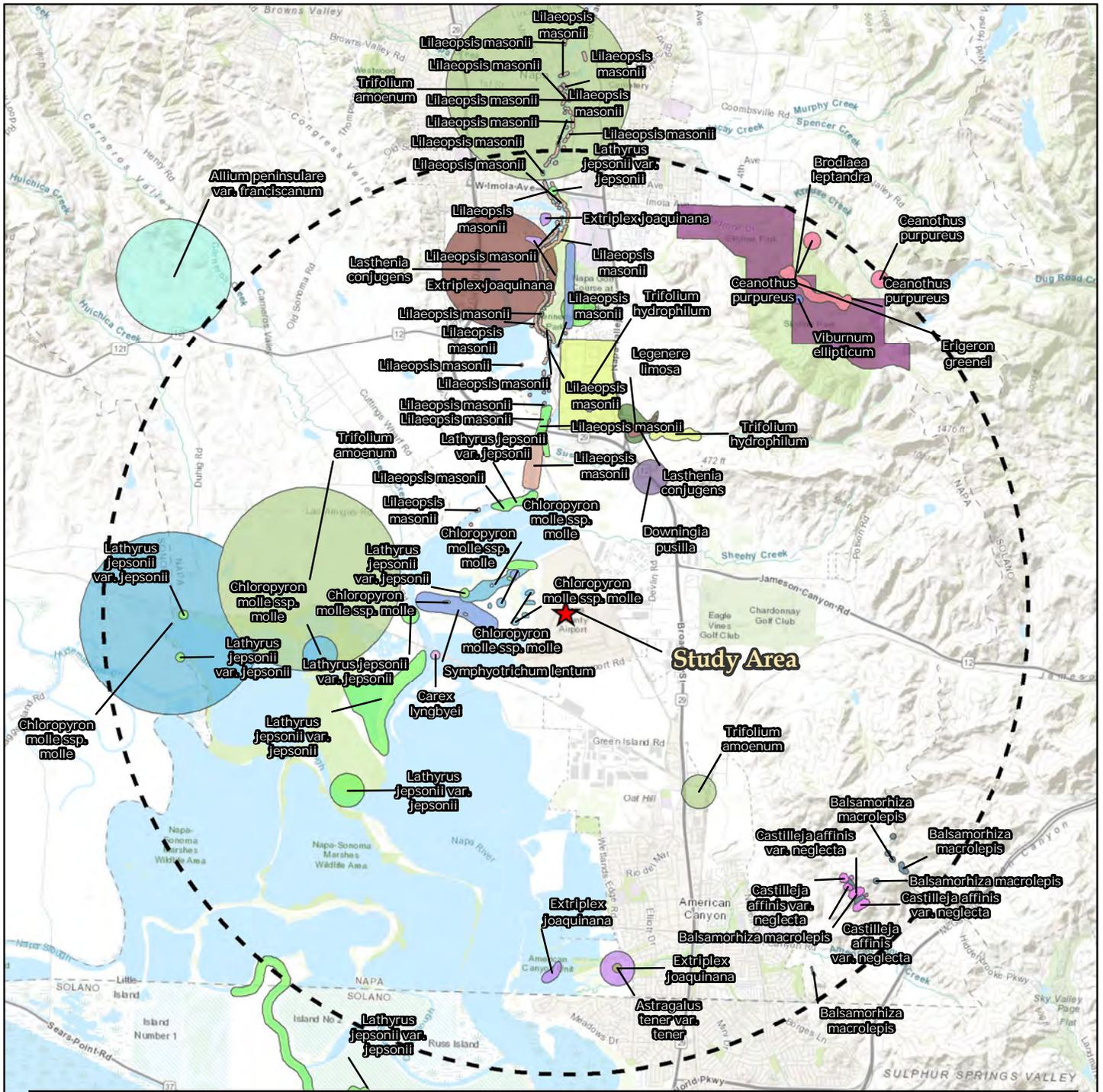
The wetland delineation map for the entire airport property was verified by the U.S. Army Corps of Engineers (Corps) on January 13, 2010. The study area was examined for features that might meet the definition of waters of the U.S. (e.g., streams, wetland swales, seasonal marsh). Other than Fagan Creek, there are no waters of the U.S. within the study area.

Special-Status Species

To determine potentially-occurring federally and state-listed special-status species, the standard databases from the USFWS (IPaC 2020), CDFW (CNDDDB 2020), and CNPS (CNPS 2020) were queried and reviewed. These searches provided list of regionally-occurring special-status species and were used to determine which species may have some potential to occur within or near the study area.

Appendix B lists potentially-occurring special-status plants as compiled from the queries as described above, describes their habitat requirements, and discusses their probability to occur within the study area. Figure 5a shows approximate locations of reported occurrences of special-status plants, according to the CNDDDB

Appendix C lists potentially-occurring special-status animals as compiled from the queries as described above, describes their habitat requirements, and discusses their probability to occur within the study area. Figure 5b shows approximate locations of reported occurrences of special-status animals within a five-mile radius of the study area, according to the CNDDDB.



CNDDDB Special-Status Plant Species

<i>Allium peninsulare</i> var. <i>franciscanum</i>	<i>Castilleja affinis</i> var. <i>neglecta</i>	<i>Extriplex joaquinana</i>	<i>Symphytotrichum lentum</i>
<i>Astragalus tener</i> var. <i>tener</i>	<i>Ceanothus purpureus</i>	<i>Lasthenia conjugens</i>	<i>Trifolium amoenum</i>
<i>Balsamorhiza macrolepis</i>	<i>Chloropyron molle</i> ssp. <i>molle</i>	<i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	<i>Trifolium hydrophilum</i>
<i>Brodiaea leptandra</i>	<i>Downingia pusilla</i>	<i>Legenere limosa</i>	<i>Viburnum ellipticum</i>
<i>Carex lyngbeyi</i>	<i>Erigeron greenii</i>	<i>Lilaeopsis masonii</i>	

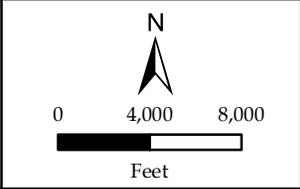


Figure 5a
 CNDDDB OCCURRENCES MAP
 Napa Airport Terminal Redevelopment
 Napa County, CA

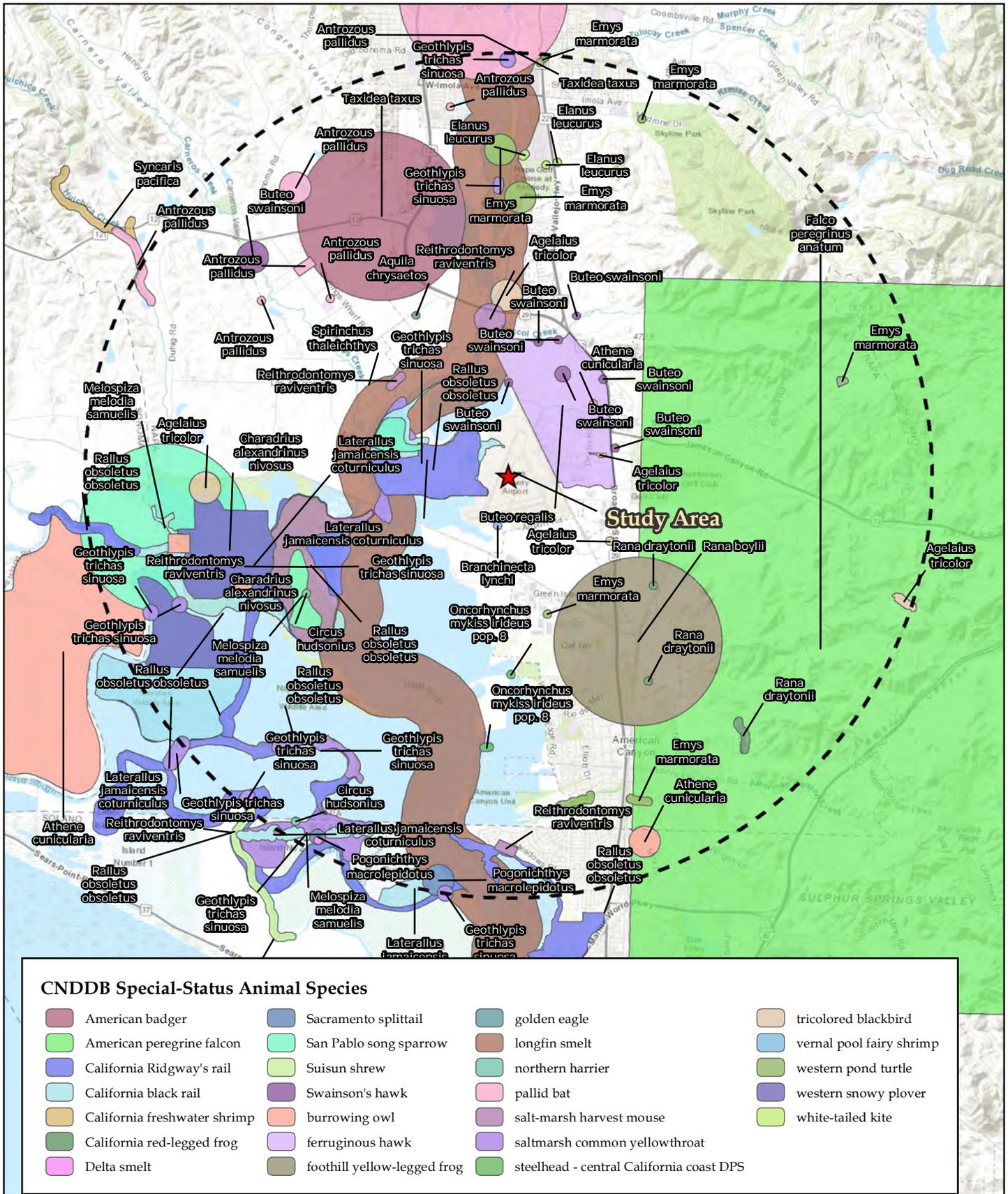
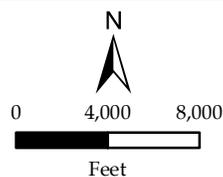


Figure 5b

CNDDDB OCCURRENCES MAP

Napa Airport Terminal Redevelopment

Napa County, CA



Of the 35 potentially-occurring plant species in Appendix B, 19 were identified as occurring within or near a 5-mile radius of the study area (Figure 5a). Thirty-two (32) plant species in Appendix B were determined to have no potential for occurring onsite due to the absence of suitable habitat or substrates, as described in Appendix B. Three plant species were determined to be unlikely to occur and are listed in Table 2 below.

Of the 39 animal species in Appendix C, 26 were identified as occurring within or near the 5-mile radius of the study area (Figure 5b). Thirty-four (34) animal species in Appendix C were determined to have no potential for occurring onsite due to the absence of suitable habitats, as described in Appendix C. Five (5) of the animal species listed in Appendix C were determined to have some potential for occurring onsite (unlikely or possible) and are listed in Table 2 below.

Table 2
Special-status Species
Determined to have SOME POTENTIAL to Occur
Within the Napa County Airport Terminal Redevelopment Study Area

Species	Status*			Habitat	Potential for Occurrence Within Study Area**
	Federal	State	CNPS		
Plants					
Diablo helianthella <i>Helianthella castanaea</i>	-	-	1B.2	Broadleafed upland forest; chaparral; cismontane woodland; coastal scrub; riparian woodland; valley and foothill grassland.	Unlikely. Occurs in open grasslands, but not observed in any field survey on the site.
Pale yellow hayfield tarplant <i>Hemizonia congesta congesta</i>	-	-	1B.2	Valley and foothill grassland. 20 to 560 meters.	Unlikely. Occurs in open grasslands, but not observed in any field survey on the site.
Fragrant fritillary <i>Fritillaria liliacea</i>	-	-	1B.2	Coastal prairie; coastal scrub; valley and foothill grassland; [often serpentinite].	Unlikely. Marginal habitat in grassy areas that are regularly mowed. Not detected during field surveys.

Species	Status*			Habitat	Potential for Occurrence Within Study Area**
	Federal	State	CNPS		
Amphibians					
Foothill yellow-legged frog <i>Rana boylei</i>	-	CC	-	Found in partially shaded, shallow streams with rocky substrates. Needs some cobble-sized rocks as a substrate for egg-laying. Requires water for 15 weeks for larval transformation.	Unlikely. Very marginal habitat in Fagan Creek. Not observed during field survey.
Reptiles					
Western pond turtle <i>Actinemys marmorata</i>	-	SSC	-	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs suitable basking sites and upland habitat for egg laying.	Possible. May occur in slow-moving reaches of Fagan Creek. Not observed during field survey
Birds					
White-tailed kite <i>Elanus leucurus</i>	-	CFP	-	Found in lower foothills and valley margins with scattered oaks and along river bottomlands or marshes adjacent to oak woodlands. Nests in trees with dense tops.	Unlikely. Marginal nesting habitat among large trees of creek and nearby eucalyptus. Not observed during field survey
Swainson's hawk <i>Buteo swainsoni</i>	-	CT	-	Breeds in open areas with scattered trees; prefers riparian and sparse oak woodland habitats. Requires nearby grasslands, grain fields, or alfalfa for foraging. Rare breeding species in Central Valley.	Unlikely. Marginal nesting habitat in the taller trees in study area. Not observed during field survey
Burrowing owl <i>Athene cunicularia</i>	-	SSC	-	Found in annual grasslands. Nests in burrows dug by small mammals, primarily ground squirrels.	Unlikely. Study area contains marginal habitat. Not observed during field survey

*Status Codes:

State

CC California Candidate
CFP California Fully Protected
CT California Threatened
SSC California Species of Concern

CNPS

Rank 1B Rare, Threatened, or Endangered in California

**Definitions for the Potential to Occur:

Possible. Marginal to suitable habitat occurs, and the study area occurs within the range of the species.

Unlikely. Some habitat may occur, but disturbance may restrict/eliminate the possibility of occurrence. Habitat may be very marginal, or study area is outside range of species.

Plants

As discussed above, 19 special-status plants are known from the six-quadrangle region surrounding the study area, as illustrated in Figure 5a. These include:

- *Allium peninsulare* var. *franciscanum*
- *Astragalus tener* var. *tener*
- *Balsamorhiza macrolepis*
- *Brodiaea leptandra*
- *Carex lyngbyei*
- *Castilleja affinis* var. *neglecta*
- *Ceanothus purpureus*
- *Chloropyron molle* ssp. *molle*
- *Downingia pusilla*
- *Erigeron greenei*
- *Extriplex joaquinana*
- *Lasthenia conjugens*
- *Lathyrus jepsonii* var. *jepsonii*
- *Legenere limosa*
- *Lilaeopsis masonii*
- *Symphyotrichum lentum*
- *Trifolium amoenum*
- *Trifolium hydrophilum*
- *Viburnum ellipticum*

The Napa Airport Terminal Redevelopment study area lacks wetlands, vernal pools, marshes, undisturbed grassland, dry slopes, alkaline soils, clayey soils, serpentinite, volcanic soils, brackish areas, woodlands, and/or shaded areas necessary to support all of the above-listed species (See Appendix B for habitat requirements). Thus, none of the special-status plants known from the surrounding region has any potential to occur onsite. These findings were confirmed during the field assessments. The three species that were determined to have some potential to occur (Table 2 above) are not reported by CNDDDB to occur within the surrounding region.

Wildlife

As discussed above, 26 special-status animals are known from the six-quadrangle region surrounding the study area, as illustrated in Figure 5b. Of these species, 21 require specific aquatic habitats, including vernal pools, rivers, sloughs or marshes, open brackish water, specific types of streams, ponds, or riparian habitats that are not present within the study area (as described in Appendix C. These species include:

- American badger
- American peregrine falcon
- California Ridgway's rail
- California black rail
- California freshwater shrimp
- California red-legged frog
- Delta smelt
- Sacramento splittail
- San Pablo song sparrow
- Suisun shrew
- ferruginous hawk
- golden eagle
- longfin smelt
- northern harrier
- pallid bat
- salt-marsh harvest mouse
- saltmarsh common yellowthroat
- steelhead - central California coast DPS
- tricolored blackbird
- vernal pool fairy shrimp
- western snowy plover

None of these species has any potential to occur within the study area.

Five animal species that are known from the six-quadrangle region surrounding the study area do have some potential to occur within the study area and are described in Table 2 above and in Appendix C. These include:

- foothill yellow-legged frog
- western pond turtle
- white-tailed kite
- Swainson's hawk
- burrowing owl

In addition, it is noted that no elderberries (*Sambucus nigra*) were found on the site, thus there is no potential for valley elderberry longhorn beetle to occur.

POTENTIAL IMPACTS

The following assessment of potential impacts to biological resources conforms to the list of resources that are to be evaluated in the Napa County Environmental Checklist Form (Form). The Form asks the following questions:

a) Will the Project 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 Wildlife or U.S. Fish and Wildlife Service?

The proposed project will have **Less than significant impact** because no sensitive species have been identified in the project footprint that would be affected by the proposed project.

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

The proposed project will have **Less than significant impact**. The proposed project will have two outfalls into Fagan Creek and have minor impacts to the creek corridor and riparian vegetation. Depending on the final design, this action could require a 404 Permit, a 401 Certification, and a Lake and Streambed Alteration Agreement (1602). The regulatory agencies will require avoidance and/or minimization measures to prevent significant impacts from occurring as conditions of the appropriate permit.

c) Will the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The proposed project will have **Less than significant impact**. As stated above, the proposed project will have two outfalls into Fagan Creek and will presumably have minor impacts to waters of the U.S. (below the ordinary high water mark). Depending on the final design, this action

could require a 404 Permit, a 401 Certification, and a Lake and Streambed Alteration Agreement (1602). The regulatory agencies will require avoidance and/or minimization measures to prevent significant impacts from occurring as conditions of the appropriate permit.

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

The proposed project will have **Less than significant impact** because it will not affect native resident or migratory fish or wildlife species, nor the travel corridor.

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

The proposed project will have **Less than significant impact**. The general area surrounding Fagan Creek has slopes under one percent, Napa County's Conservation Regulations may call for a construction setback from Fagan Creek of 35 feet from the top of bank. No development will occur within the required setback. Note: it appears that Fagan Creek does not appear on the list of creeks requiring setbacks in the *Implementation Guide - Water Quality & Tree Protection Ordinance*. However, any setbacks from Fagan Creek (a perennial stream) that are mandated in the 2019 Napa County Water Quality and Tree Protection Ordinance (WQTPO) will be adhered to. The airport is not located in a Municipal watershed or in an Agricultural Watershed zoning district.

Regarding tree protections, it appears that the eucalyptus and ornamental trees that will be removed are not included in the definition of "vegetation canopy cover" of the WQTPO. According to the WQTPO, "**Vegetation canopy cover**" means the biotic communities classified as oak woodland, riparian oak woodland, or coniferous forest based on the current Manual of California Vegetation (MCV) and as described in the Napa County Baseline Data Report.

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

There will be **No impact** because the proposed project is not located in an adopted conservation plan area.

RECOMMENDATIONS

Waters of the United States

The study area contains one feature that qualifies as a “waters of the United States” (WOTUS), Fagan Creek. Therefore, Clean Water Act permits (Section 404 from U.S. Army Corps of Engineers and Section 401 Water Quality Certification from Regional Water Quality Control Board) may be required.

On April 21, 2020, the U.S. Environmental Protection Agency (EPA) and the Department of the Army (Army) published the Navigable Waters Protection Rule to define WOTUS in the *Federal Register*. The agencies are streamlining the definition so that it includes four simple categories of jurisdictional waters, provides clear exclusions for many water features that traditionally have not been regulated, and defines terms in the regulatory text that have never been defined before. The final rule will become effective on June 22, 2020 (EPA 2020). It is anticipated that the Final Rule is likely to be challenged prior to the effective date. The existing rules apply to any application submitted prior to the effective date, and existing rules would continue to apply during any litigation period.

Streams, Pond, and Riparian Habitat

Fagan Creek and its associated riparian habitat are within the regulatory authority of the California Department of Fish and Wildlife. Impacts to the creek and associated habitat would require a Lake and Streambed Agreement from the Department.

Special-Status Plants

An analysis of regionally-occurring special-status plants was conducted as a part of this study. The site assessment included a botanical evaluation to determine the presence or absence of special-status plant species. The assessment was conducted during the bloom period for the species with any potential to occur within the study area: Diablo helianthella, pale yellow hayfield tarplant, and fragrant fritillary, and none were detected. Therefore, no further action is recommended.

Special-Status Wildlife

The project should implement Best Management Practices (BMPs) to avoid any detrimental water quality impacts to Fagan Creek. If any disturbance to Fagan Creek is proposed, a survey for western pond turtle should be performed. If turtles are detected, they should be relocated to a safe reach of the same stream prior to the initiation of construction activity.

Native birds are protected under the Migratory Bird Treaty Act of 1918 (MBTA), which makes it unlawful without a waiver to pursue, hunt, take, capture, kill, or sell birds listed therein as migratory birds. The statute does not discriminate between live or dead birds and grants full protection to any bird parts including feathers, eggs, and nests. The MBTA has been revised periodically to add and remove species and correct taxonomy (U.S. Code Title 16 §703).

In addition, California Fish and Game Code §§3503, 3503.5, and 3513 prohibit the take, possession of, or needless destruction of the nest or eggs of any bird (section 3503) or any bird-of-prey (section 3503.5). In short, the laws prohibit the take of non-endangered or non-threatened nesting birds and birds-of-prey.

Potential nesting habitat for common raptors and other birds protected by the Migratory Bird Treaty Act (such as white-tailed kite) occurs in association with trees and shrubs located in the study area. If any tree removal or adjacent construction activity takes place during the breeding/ nesting season (February 1 through August 31), disturbance of nesting activities could occur. To avoid impacts to nesting birds, pre-construction surveys should be conducted by a qualified biologist no more than 15 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, the County of Napa shall be contacted and if requested, CDFW, to determine appropriate avoidance measures. If no nesting is found to occur, necessary vegetation removal could then proceed.

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Appendix A.
Plant Species Observed Within the Napa County Airport Terminal Study Area

Appendix A

Napa Airport Terminal - Plants Observed - April 29, 2020

Ferns and Allies

Equisetaceae - Horsetail Family

Equisetum arvense Common horsetail

Angiosperms - Dicots

Apiaceae (Umbelliferae) - Carrot Family

**Conium maculatum* Poison hemlock

**Foeniculum vulgare* Sweet fennel

Apocynaceae - Dogbane/Milkweed Family

**Vinca major* Periwinkle

Asteraceae (Compositae) - Sunflower Family

Achyrachaena mollis Blow-wives

Baccharis pilularis Coyote brush

**Carduus pycnocephalus* Italian thistle

**Centaurea solstitialis* Yellow starthistle

**Cirsium vulgare* Bull thistle

**Helminthotheca echioides* Bristly ox-tongue

**Hypochaeris glabra* Smooth cat's-ear

**Lactuca serriola* Prickly lettuce

**Matricaria discoidea* Pineapple-weed

**Senecio vulgaris* Common groundsel

**Silybum marianum* Milk thistle

**Sonchus asper* subsp. *asper* Prickly sow-thistle

**Sonchus oleraceus* Common sow-thistle

**Taraxacum officinale* Common dandelion

Boraginaceae - Borage Family

Amsinckia menziesii Rancher's fireweed

Brassicaceae (Cruciferae) - Mustard Family

**Hirschfeldia incana* Short-podded mustard

Nasturtium officinale Watercress

**Raphanus sativus* Wild radish

**Sinapis arvensis* Wild mustard

Caryophyllaceae - Pink Family

**Silene gallica* Windmill-pink

**Stellaria media* Common chickweed

Convolvulaceae - Morning-Glory Family

**Convolvulus arvensis* Bindweed

Dipsacaceae - Teasel Family

**Dipsacus fullonum* Fuller's teasel

Euphorbiaceae - Spurge Family

Croton setiger Turkey mullein

* Indicates a non-native species

Page 1 of 3

Fabaceae (Leguminosae) - Legume Family

- Acmispon americanus* Spanish lotus
- **Lotus corniculatus* Bird's-foot trefoil
- Lupinus bicolor* Miniature lupine
- **Medicago polymorpha* California burclover
- **Melilotus indicus* Annual yellow sweetclover
- **Trifolium hirtum* Rose clover
- **Trifolium repens* White clover

Fagaceae - Oak Family

- Quercus agrifolia* Coast live oak

Geraniaceae - Geranium Family

- **Erodium botrys* Broad-leaf filaree
- **Erodium cicutarium* Red-stem filaree
- **Geranium dissectum* Cut-leaf geranium

Juglandaceae - Walnut Family

- Juglans hindsii* Northern California black walnut

Malvaceae - Mallow Family

- **Malva neglecta* Common mallow

Montiaceae - Miner's Lettuce Family

- Calandrinia menziesii* Red maids

Myrtaceae - Myrtle Family

- **Eucalyptus sp.* Eucalyptus

Onagraceae - Evening Primrose Family

- Epilobium brachycarpum* Summer cottonweed
- Epilobium ciliatum* Hairy willow-herb

Papaveraceae - Poppy Family

- Eschscholzia californica* California poppy

Plantaginaceae - Plantain Family

- **Plantago lanceolata* English plantain

Polygonaceae - Buckwheat Family

- Persicaria lapathifolia* Willow weed
- **Polygonum aviculare* Common knotweed
- **Rumex acetosella* Sheep sorrel
- **Rumex crispus* Curly dock

Rosaceae - Rose Family

- **Pyrus calleryana* Callery pear
- Rosa californica* California rose
- **Rubus armeniacus* Himalayan blackberry
- Rubus ursinus* California blackberry

Rubiaceae - Madder Family

- Galium aparine* Goose grass

Salicaceae - Willow Family

- Salix exigua* Narrow-leaved willow
- Salix lasiolepis* Arroyo willow

Angiosperms -Monocots

* Indicates a non-native species

Araceae - Arum Family

Lemna sp.

Duckweed

Cyperaceae - Sedge Family

Cyperus eragrostis

Tall flatsedge

Juncaceae - Rush Family

Juncus balticus subsp. ater

Baltic rush

Juncus bufonius

Toad rush

**Juncus effusus*

Soft rush

Poaceae (Gramineae) - Grass Family

**Aira caryophylla*

Silver European hairgrass

**Avena fatua*

Wild oat

**Briza minor*

Small quaking grass

**Bromus diandrus*

Ripgut grass

**Bromus hordeaceus*

Soft chess

**Cynodon dactylon*

Bermudagrass

Elymus triticoides subsp. triticoides

Creeping wildrye

**Festuca myuros*

Rattail sixweeks grass

**Festuca perennis*

Italian ryegrass

**Hordeum marinum subsp. gussoneanum*

Mediterranean barley

**Hordeum murinum*

Wall barley

**Paspalum dilatatum*

Dallis grass

Paspalum distichum

Knotgrass

**Phalaris aquatica*

Harding grass

**Poa annua*

Annual bluegrass

**Polypogon monspeliensis*

Annual beard grass

Typhaceae - Cattail Family

Typha latifolia

Broad-leaved cattail

* Indicates a non-native species

Appendix B.
**Potentially-Occurring Special-Status Plants in the Region of the Napa County Airport
Terminal Study Area**

Appendix B

Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
Apiaceae (Umbelliferae)				
<i>Cicuta maculata bolanderi</i> Bolander's waterhemlock	Fed: - State: - CNPS: Rank 2B.1	July-September	Marshes and swamps (coastal, fresh, or brackish). 0 to 200 meters.	None. No suitable habitat. Study area lacks coastal wetlands.
<i>Eryngium jepsonii</i> Jepson's coyote thistle	Fed: - State: - CNPS: Rank 1B.2	April-August	Clay. Valley and foothill grassland. Vernal pools.	None. No suitable habitat. Study area lacks vernal pools.
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	Fed: - State: CR CNPS: Rank 1B.1	April-October	Marshes and swamps (brackish or freshwater); riparian scrub.	None. No suitable habitat. Study area lacks intertidal marshes.
Asteraceae (Compositae)				
<i>Balsamorhiza macrolepis</i> Big-scale balsam-root	Fed: - State: - CNPS: Rank 1B.2	March-June	Cismontane woodland; valley and foothill grassland; [sometimes serpentinite].	None. No suitable habitat. Study area lacks savannah habitat and undisturbed grassland.
<i>Blennosperma bakeri</i> Sonoma sunshine	Fed: FE State: CE CNPS: Rank 1B.1	February-April	Valley and foothill grassland (mesic); vernal pools.	None. Study occurs outside the known range of the species.
<i>Blepharizonia plumosa</i> Big tarplant	Fed: - State: - CNPS: Rank 1B.1	July-October	Valley and foothill grassland.	None. No suitable habitat. Study area lacks dry slopes in grassland.

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Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<i>Centromadia parryi congdonii</i> Congdon's tarplant	Fed: - State: - CNPS: Rank 1B.1	May-November	Valley and foothill grassland (alkaline).	None. No suitable habitat. Study area lacks alkaline soils.
<i>Centromadia parryi parryi</i> Pappose tarplant	Fed: - State: - CNPS: Rank 1B.2	May-November	Coastal prairie; meadows and seeps; marshes and swamps; vernal wet grassland (sometimes alkaline).	None. No suitable habitat. Study area lacks alkaline soils.
<i>Helianthella castanaea</i> Diablo helianthella	Fed: - State: - CNPS: Rank 1B.2	April-June	Broadleafed upland forest; chaparral; cismontane woodland; coastal scrub; riparian woodland; valley and foothill grassland.	Unlikely. Occurs in open grasslands, but not observed in any field survey on the site.
<i>Hemizonia congesta congesta</i> Pale yellow hayfield tarplant	Fed: - State: - CNPS: Rank 1B.2	April-November	Valley and foothill grassland. 20 to 560 meters.	Unlikely. Occurs in open grasslands, but not observed in any field survey on the site.
<i>Holocarpha macradenia</i> Santa Cruz tarplant	Fed: FT State: CE CNPS: Rank 1B.1	June-October	Coastal prairie; valley and foothill grassland; [often clay].	None. No suitable habitat. Study area lacks sparsely-populated hard-packed clayey areas.
<i>Isocoma arguta</i> Carquinez goldenbush	Fed: - State: - CNPS: Rank 1B.1	August-December	Valley and foothill grassland (alkaline).	None. No suitable habitat. Study area lacks alkaline soils.
<i>Lasthenia conjugens</i> Contra Costa goldfields	Fed: FE State: - CNPS: Rank 1B.1	March-June	Valley and foothill grassland (mesic); vernal pools.	None. No suitable habitat. Study area lacks wetlands.

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Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<i>Lessingia hololeuca</i> Woolly-headed lessingia	Fed: - State: - CNPS: Rank 3.	June-October	Coastal scrub; lower montane coniferous forest; valley and foothill grassland; [clay, serpentinite].	None. Usually occurs in woody habitat that is not present within study area.
<i>Micropus amphibolus</i> Mount Diablo cottonweed	Fed: - State: - CNPS: Rank 3.2	March-May	Broad-leaf upland forest; cismontane woodland; valley and foothill grassland. [rocky]	None. No suitable habitat. Study area lacks thin, shallow volcanic soils.
<i>Senecio aphanactis</i> Chaparral ragwort	Fed: - State: - CNPS: Rank 2B.2	January-April	Foothill woodland; coastal scrub; (alkaline).	None. No suitable habitat. Study area lacks alkaline soils.
<i>Symphotrichum lentum</i> Suisun Marsh aster	Fed: - State: - CNPS: Rank 1B.2	August-November	Marshes and swamps (brackish and fresh water)	None. No suitable habitat. Study area lacks marsh habitat.
Campanulaceae				
<i>Downingia pusilla</i> Dwarf downingia	Fed: - State: - CNPS: Rank 2B.2	March-May	Vernal pools and seasonal wetlands.	None. No suitable habitat. Study area lacks vernal pools.
<i>Legenere limosa</i> Legenere	Fed: - State: - CNPS: Rank 1B.1	April-June	Vernal pools and seasonal wetlands.	None. No suitable habitat. Study area lacks vernal pools.

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Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
Caryophyllaceae				
<i>Spergularia macrotheca longistyla</i> Sand-spurrey	Fed: - State: - CNPS: Rank 1B.2	February-May	Alkaline. Meadows and seeps. Marshes and swamps	None. No suitable habitat. Study area lacks alkaline, wetlands.
Chenopodiaceae				
<i>Extriplex joaquinana</i> San Joaquin spearscale	Fed: - State: - CNPS: Rank 1B.2	April-September	Chenopod scrub; meadows; valley and foothill grassland; [alkaline].	None. No suitable habitat. Study area lacks alkaline areas.
Cyperaceae				
<i>Carex lyngbyei</i> Lyngbye's sedge	Fed: - State: - CNPS: Rank 2B.2	May-August	Marshes or swamps (brackish or freshwater)	None. No suitable habitat. Study area lacks brackish wetlands.
Fabaceae (Leguminosae)				
<i>Astragalus tener tener</i> Alkali milkvetch	Fed: - State: - CNPS: Rank 1B.2	March-June	Playas; valley and foothill grassland (adobe clay), vernal pools (alkaline).	None. No suitable habitat. Study area lacks alkaline flats.
<i>Lathyrus jepsonii jepsonii</i> Delta tule pea	Fed: - State: - CNPS: Rank 1B.2	May-September	Marshes and swamps (freshwater and brackish).	None. No suitable habitat. Study area lacks estuarine marshes.
<i>Trifolium amoenum</i> Showy Indian clover	Fed: FE State: - CNPS: Rank 1B.1	April-June	Coastal bluff scrub; Valley and foothill grassland (sometimes serpentinite)	None. No suitable habitat. Study area lacks wet areas. No known occurrences within study area.

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Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
<i>Trifolium hydrophilum</i> Saline clover	Fed: - State: - CNPS: Rank 1B.2	April-June	Marshes and swamps; valley and foothill grassland (mesic, alkaline); vernal pools. 0-300 m.	None. No suitable habitat. Study area lacks salt marshes.
Liliaceae				
<i>Calochortus pulchellus</i> Mt. Diablo fairy lantern	Fed: - State: - CNPS: Rank 1B.2	April-June	Chaparral; cismontane woodland; valley and foothill grassland.	None. No suitable habitat. Study area lacks shaded/wooded slopes.
<i>Fritillaria liliacea</i> Fragrant fritillary	Fed: - State: - CNPS: Rank 1B.2	February-April	Coastal prairie; coastal scrub; valley and foothill grassland; [often serpentinite].	Unlikely. Marginal habitat in grassy areas that are regularly mowed. Not detected during field surveys.
Orobanchaceae				
<i>Castilleja affinis neglecta</i> Tiburon paintbrush	Fed: FE State: CT CNPS: Rank 1B.2	April-June	Valley and foothill grassland [serpentinite]	None. No suitable habitat occurs within study area.
<i>Chloropyron molle molle</i> Soft salty bird's-beak	Fed: FE State: CR CNPS: Rank 1B.2	July-September	Marshes and swamps (coastal salt).	None. No suitable habitat. Study area lacks marsh habitats.
Polemoniaceae				
<i>Leptosiphon jepsonii</i> Jepson's leptosiphon	Fed: - State: - CNPS: Rank 1B.2	March-May	Chaparral; cismontane woodland (usually volcanic).	None. No suitable habitat. Study area lacks chaparral.

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Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family Taxon Common Name	Status*	Flowering Period	Habitat	Probability on Project Site
Polygonaceae				
<i>Eriogonum luteolum caninum</i> Tiburon buckwheat	Fed: - State: - CNPS: Rank 1B.2	June-September	Chaparral; coastal prairie; valley and foothill grassland; [serpentinite].	None. No suitable habitat. Study area lacks serpentinite.
<i>Polygonum marinense</i> Marin knotweed	Fed: - State: - CNPS: Rank 3.1	June-August	Marshes and swamps (coastal salt).	None. No suitable habitat. Study area lacks coastal salt marsh.
Rhamnaceae				
<i>Ceanothus purpureus</i> Holly-leaf ceanothus	Fed: - State: - CNPS: Rank 1B.2	February-April	Chaparral (volcanic).	None. No suitable habitat. Study area lacks volcanic substrate.
Thymelaeaceae				
<i>Dirca occidentalis</i> Western leatherwood	Fed: - State: - CNPS: Rank 1B.2	January-April	Chaparral; riparian, broadleaf, and coniferous woodlands and forests; [mesic locations].	None. No suitable habitat. Study area lacks shaded slopes.

Appendix B

Napa Airport Terminal Project - Special-status Plants with Potential to Occur

Family				
Taxon				
Common Name	Status*	Flowering Period	Habitat	Probability on Project Site

***Status**

Federal:

- FE - Federal Endangered
- FT - Federal Threatened
- FPE - Federal Proposed Endangered
- FPT - Federal Proposed Threatened
- FC - Federal Candidate
- FSS - Forest Service Sensitive
- FSW - Forest Service Watchlist

State:

- CE - California Endangered
- CT - California Threatened
- CR - California Rare
- CSC - California Species of Special Concern

CNPS (California Native Plant Society - List.RED Code):

- Rank 1A - Extinct
 - Rank 1B - Plants rare, threatened, or endangered in California and elsewhere
 - Rank 2A- Plants extinct in California, but more common elsewhere
 - Rank 2B - Plants rare, threatened, or endangered in California, more common elsewhere
 - Rank 3 - Plants about which more information is needed, a review list
 - Rank 4 - Plants of limited distribution, a watch list
- RED Code**
- 1 - Seriously endangered (>80% of occurrences threatened)
 - 2 - Fairly endangered (20 to 80% of occurrences threatened)
 - 3 - Not very endangered (<20% of occurrences threatened)

Appendix C.
Potentially-Occurring Special-Status Animals in the Region of the Napa County
Airport Terminal Study Area

Appendix C

Napa Airport Terminal Project - Special-Status Animals with Potential to Occur

	Status*	Habitat	Probability on Project Site
Invertebrates			
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	Fed: FT State: - Other: -	Vernal pools and other temporary bodies of water in southern and Central Valley of California. Most common in smaller grass or mud bottomed swales or basalt flow depression pools in unplowed grasslands.	None. No suitable habitat present within study area. Species found in one vernal pool located well outside the boundary of the study area and the local watershed for this project.
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	Fed: FE State: - Other: -	Endemic to the Central Valley and southern coastal regions of California. Prefers larger, turbid, cool-water vernal pools located in alluvial swales.	None. No populations are located near the study area. Species was not detected during previous surveys conducted in 1993.
California freshwater shrimp <i>Syncaris pacifica</i>	Fed: FE State: CE Other: -	Endemic to Marin, Napa, and Sonoma counties in low gradient streams with moderate to heavy riparian canopy. Needs shallow pools away from the main stream flow. Prefers undercut banks with exposed roots.	None. No suitable habitat present within the study area.
Insects			
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	Fed: FT State: - Other: *	Requires host plant, elderberry (<i>Sambucus nigra</i>) for its life cycle. Shrubs must have live stem diameters at ground level of 1.0 inch or greater. Occurs in Great Valley and lower foothills.	None. No suitable habitat (host plant) occurs within the study area.
Western bumble bee <i>Bombus occidentalis</i>	Fed: State: CE Other: -	Forages on a variety of flowering plants for pollen and nectar.	None. No suitable habitat present due to regular mowing of grassland and maintenance of small landscaped areas.
San Bruno elfin butterfly <i>Incisalia mossii bayensis</i>	Fed: FE State: - Other:	Rocky outcrops and ledges, east-facing in coastal scrub on the San Francisco peninsula. Restricted to a few small populations, the largest on San Bruno Mountain. Patchy distribution reflects that of host plant, broadleaf stonecrop (<i>Sedum spathulifolium</i>).	None. No suitable habitat occurs within the study area. Study area outside the range of the species.
Callippe silverspot butterfly <i>Speyeria callippe callippe</i>	Fed: FE State: - Other:	Occurs on grassy and shrubby woodlands around San Francisco Bay. <i>Viola pedunculata</i> is the host plant. Males congregate on hilltops.	None. No suitable habitat occurs within the study area.

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Napa Airport Terminal Project - Special-Status Animals with Potential to Occur

	Status*	Habitat	Probability on Project Site
Fish			
Steelhead - Central California Coast ESU <i>Oncorhynchus mykiss irideus</i>	Fed: FT State: - Other: -	Central coastal basins from the Russian River, south to Soquel Creek, including San Francisco and San Pablo Bay basins, but excludes the Sacramento-San Joaquin River basins.	None. No suitable habitat occurs within the study area.
Delta smelt <i>Hypomesus transpacificus</i>	Fed: FT State: CT Other: -	Endemic to the Sacramento-San Joaquin Delta in coastal and brackish waters. Occurs seasonally in Suisun and San Pablo bays. Spawning usually occurs in dead-end sloughs and shallow channels.	None. No suitable habitat occurs within the study area.
Longfin smelt <i>Spirinichus thaleichthys</i>	Fed: FC State: CSC Other:	Endemic to the lower reaches of the Sacramento-San Joaquin River system. Inhabits open waters in the Delta and Suisun Bay. After spawning, larvae are carried downstream to brackish nursery areas.	None. No suitable habitat occurs within the study area.
Sacramento splittail <i>Pogonichthys macrolepidotus</i>	Fed: - State: CSC Other:	Found in: (1) the Delta, (2) Suisun Bay, (3) Suisun Marsh, (4) Napa River, (5) Petaluma River, and (6) other parts of the Sacramento-San Joaquin Estuary. Requires flooded vegetation for spawning and rearing.	None. No suitable habitat within study area. Fagan Creek is not a substantial waterway with habitat for spawning and rearing.
Amphibians			
California red-legged frog <i>Rana draytonii</i>	Fed: FT State: SSC Other: -	Occurs in lowlands and foothills in deeper pools and slow-moving streams, usually with emergent wetland vegetation. Requires 11-20 weeks of permanent water for larval development.	None. No suitable habitat occurs along the reach of Fagan Creek within the study area. Marginal habitat present along Fagan Creek to the west of the existing perimeter fencing, well beyond the boundary of the study area. No individuals of this species have been
Foothill yellow-legged frog <i>Rana boylei</i>	Fed: - State: CC Other: *	Found in partially shaded, shallow streams with rocky substrates. Needs some cobble-sized rocks as a substrate for egg laying. Requires water for 15 weeks for larval transformation.	Unlikely. Very marginal habitat in Fagan Creek
Reptiles			
Western pond turtle <i>Actinemys marmorata</i>	Fed: - State: SSC Other: -	Inhabits ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs suitable basking sites and upland habitat for egg laying.	Possible. May occur in slow-moving reaches of Fagan Creek.

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Napa Airport Terminal Project - Special-Status Animals with Potential to Occur

	Status*	Habitat	Probability on Project Site
Green turtle <i>Chelonia mydas</i>	Fed: FT State: - Other: -	Mature turtles found in shallow, coastal waters, frequently inshore bays, lagoons and shoals with lush seagrass meadows. Habitats include coral reefs, salt marshes, and nearshore seagrass beds. Eggs laid on beaches.	None. No suitable habitat occurs within the study area.
Alameda striped racer (Alameda whipsnake) <i>Masticophis lateralis euryxanthus</i>	Fed: FT State: CT Other:	Occurs primarily in coastal scrub and chaparral. Range is restricted to the inner Coast Range in western and central Contra Costa and Alameda Counties. Prefers south-facing slopes with a mosaic of shrubs, trees, grassland, and rock outcrops.	None. No suitable habitat occurs within the study area.
Birds			
White-tailed kite <i>Elanus leucurus</i>	Fed: - State: CFP Other: -	Found in lower foothills and valley margins with scattered oaks and along river bottomlands or marshes adjacent to oak woodlands. Nests in trees with dense tops.	Unlikely. Marginal nesting habitat among large trees of creek and nearby eucalyptus.
Northern harrier <i>Circus cyaneus</i>	Fed: - State: SSC Other: -	Frequents meadows, grasslands, open rangelands, freshwater emergent wetlands; seldom found in wooded areas. Found in or near freshwater and salt marshes. Nests on the ground in shrubby vegetation near marsh edge.	None. Study area lacks nesting habitat.
Swainson's hawk <i>Buteo swainsoni</i>	Fed: - State: CT Other: *	Breeds in open areas with scattered trees; prefers riparian and sparse oak woodland habitats. Requires nearby grasslands, grain fields, or alfalfa for foraging. Rare breeding species in Central Valley.	Unlikely. Marginal nesting habitat in the taller trees in study area.
Golden eagle <i>Aquila chrysaetos</i>	Fed: - State: CFP Other: -	Found in rolling foothill grassland with scattered trees. Nests on cliffs and in large trees in open areas.	None. No suitable habitat present within study area. Site lacks cliffs or other suitable nesting areas.
American peregrine falcon <i>Falco peregrinus anatum</i>	Fed: - State: CFP Other: *	Nests on cliffs, banks, dunes, mounds, and tall man-made structures.	None. Site lacks suitable nesting sites.
Yellow rail <i>Coturnicops noveboracensis</i>	Fed: - State: CSC Other: *	Highly secretive marsh bird. Grassy marshes, meadows. In summer, favors large wet meadows or shallow marshes dominated by sedges and grasses. Typically in fresh or brackish marsh. Winters mostly in coastal salt marsh.	None. Study area lacks marsh habitat.

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Napa Airport Terminal Project - Special-Status Animals with Potential to Occur

	Status*	Habitat	Probability on Project Site
California black rail <i>Laterallus jamaicensis coturniculus</i>	Fed: - State: CT Other: CFP	Inhabits salt, fresh, and brackish water marshes with little daily and/or annual water fluctuations. In freshwater habitats, preference is for dense bulrush and cattails. Several scattered populations documented from Butte Co. to southern Nevada Co.	None. No suitable habitat within study area. Site lacks wetlands that could support this species.
California clapper rail <i>Rallus longirostris obsoletus</i>	Fed: FE State: CE Other: -	Inhabits salt water and brackish marshes with tidal sloughs in San Francisco Bay. Prefers dense pickleweed for cover, but forages for invertebrates along mud-bottomed sloughs.	None. No suitable nesting habitat within the study area. May be present in saltmarsh located to the west of study area.
Western snowy plover <i>Charadrius alexandrinus nivosus</i>	Fed: FT State: CSC Other: -	Prefers sandy beaches, salt pond levees, and shores of large alkali lakes. Requires sandy, gravelly, or friable soil for nesting.	None. No suitable nesting habitat occurs within or near the study area.
California least tern <i>Sterna antillarum browni</i>	Fed: FE State: CE Other: *	Breeds colonially along the coast from San Francisco Bay to Northern Baja California. Nests on bare or sparsely vegetated flat substrates, such as beaches, alkali flats, landfills, or paved areas.	None. No suitable nesting habitat occurs within or near the study area.
Burrowing owl <i>Athene cucularia</i>	Fed: - State: SSC Other: *	Found in annual grasslands. Nests in burrows dug by small mammals, primarily ground squirrels.	Possible. Study area contains suitable habitat.
Northern spotted owl <i>Strix occidentalis caurina</i>	Fed: FT State: CT Other: -	Dense, old growth, multi-layered, mixed conifer, redwood, and Douglas fir habitats with large trees and snags. Sea level to 7,600 feet.	None. No suitable nesting habitat occurs within or near the study area.
Bank swallow <i>Riparia riparia</i>	Fed: - State: CT Other: *	Colonial nester near riparian and other lowland habitats. Requires vertical banks or cliffs with fine-textured, sandy soils near streams, rivers, and lakes.	None. Site lacks vertical banks.
Saltmarsh common yellowthroat <i>Geothlypis trichas sinuosa</i>	Fed: - State: CSC Other:	Resident of freshwater and salt water marshes in the San Francisco Bay region. Requires thick, continuous cover for foraging and tall grasses, tules, or willows for nesting.	None. No suitable habitat. Site lacks marshes.

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Napa Airport Terminal Project - Special-Status Animals with Potential to Occur

	Status*	Habitat	Probability on Project Site
Suisun song sparrow <i>Melospiza melodia maxillaris</i>	Fed: - State: CSC Other:	Resident of brackish marshes surrounding Suisun Bay. Prefers cattails, tules, sedges, and pickleweed. Also found in tangles bordering sloughs.	None. No suitable habitat. Site lacks marsh habitat.
San Pablo song sparrow <i>Melospiza melodia samuelis</i>	Fed: - State: CSC Other:	Resident of salt marshes along the north side of San Francisco and San Pablo Bays. Inhabits tidal sloughs in the California marshes; nests in grindelia bordering slough channels.	None. No suitable habitat. Site lacks marsh habitat.
Tricolored blackbird <i>Agelaius tricolor</i>	Fed: - State: CT Other: CSC	Colonial nester in dense cattails, tules, brambles or other dense vegetation. Requires open water, dense vegetation, and open grassy areas for foraging.	None. Study area lacks suitable nesting habitat.
Yellow-headed blackbird <i>Xanthocephalus xanthocephalus</i>	Fed: - State: SSC Other: *	Typically found in fresh and saltwater marshland with emergent vegetation.	None. Study area lacks marsh habitat.
Mammals			
Suisun shrew <i>Sorex ornatus sinuosus</i>	Fed: - State: CSC Other:	Inhabits tidal marshes in the northern end of San Pablo and Suisun Bays. Requires dense, low cover of plants, driftwood, and other litter above the mean high tide line.	None. Study area lacks tidal marshes.
Pallid bat <i>Antrozous pallidus</i>	Fed: - State: SSC Other: *	Occurs in grasslands, woodlands, deserts & urban habitats; open habitat required for foraging. Common in dry habitats with rocky outcrops, cliffs, and crevices for roosting. Roosts include caves, mines, bridges & occasionally hollow trees, buildings.	None. Study area lacks suitable roosting sites.
Big free-tailed bat <i>Nyctinomops macrotis</i>	Fed: - State: CSC Other:	Low-lying arid areas in Southern California. Need high cliffs or rocky outcrops.	None. Study area lacks suitable roosting sites.
Saltmarsh harvest mouse <i>Reithrodontomys raviventris</i>	Fed: FE State: CE Other: CFP	Inhabits saline emergent wetlands in the San Francisco Estuary. Prefers pickleweed marshes. Requires higher areas for escaping high water.	None. No suitable habitat within study area. Historically documented along the Napa River and Fagan Marsh to the west. May be present in saltmarsh communities located to the west of study area

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Napa Airport Terminal Project - Special-Status Animals with Potential to Occur

	Status*	Habitat	Probability on Project Site
American badger <i>Taxidea taxus</i>	Fed: - State: CSC Other: -	Occurs in dry, open soils in herbaceous, shrub, and forest habitats. Needs friable, uncultivated soil. Preys on rodents.	None. Study area lacks open undisturbed areas for denning.

*Status	Federal: FE - Federal Endangered FT - Federal Threatened FPE - Federal Proposed Endangered FPT - Federal Proposed Threatened FC - Federal Candidate FPD - Federal Proposed for Delisting	State: CE - California Endangered CT - California Threatened CR - California Rare CC - California Candidate CFP - California Fully Protected CSC - California Species of Special Concern	Other: Some species have protection under the other designations, such as the California Department of Forestry Sensitive Species, Bureau of Land Management Sensitive Species, U.S.D.A. Forest Service Sensitive Species, and the Migratory Bird Treaty Act. Raptors and their nests are protected by provisions of the California Fish and Game Code. Certain areas, such as wintering areas of the monarch butterfly, may be protected by policies of the California Department of Fish and Game. WL - CDFG Watch List
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