



## Legislation Details (With Text)

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**Title:** 1. STUDY SESSION: Staff to present outline of new C&D Facility Project for discussion:  
 1. Reasons for proposed C & D building: safety, traffic flow, dust mitigation, environmental, aesthetics.  
 2. Engineering & Construction costs: preliminary estimations.

**Sponsors:**

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| Date | Ver. | Action By | Action | Result |
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**TO:** Napa-Vallejo Waste Management Authority Board of Directors

**FROM:** Chris Celsi, Executive Director

**REPORT BY:** Chris Celsi, Executive Director

**SUBJECT:** Study Session - C&D Facility Project

### RECOMMENDATION

1. STUDY SESSION: Staff to present outline of new C&D Facility Project for discussion:
  1. Reasons for proposed C & D building: safety, traffic flow, dust mitigation, environmental, aesthetics.
  2. Engineering & Construction costs: preliminary estimations.

### EXECUTIVE SUMMARY

The Authority (NVWMA) currently conducts processing of construction and demolition debris (C&D) to recover recyclable materials at an outdoor location at the Devlin Road Transfer Station (DRTS). For several years, the Authority has recognized the benefits of moving this operation to an indoor location, such as improving employee and public safety, improving site traffic flow, reducing windblown dust, removing more

pollutants from stormwater runoff, and enhancing the overall aesthetics of the operation. However, due to limitations in the size of the site and funding constraints, a suitable location for a C&D processing building was not available on the existing site.

In 2017, the Authority purchased a 15.6-acre parcel of property adjoining the southern boundary of the current transfer station site. Purchase of this additional acreage provided an ideal location for a C&D building as well as adding buffer between DRTS and surrounding businesses. In 2018, an engineering feasibility study prepared for the NVWMA by J.R. Miller and Associates provided additional design details for a 131,000 square foot C&D building on the newly acquired site.

The former owner of the parcel purchased by the Authority, Napa Airport Corporate Center (NACC), had included the parcel in a larger development project and a 254,000 square foot industrial/warehouse building was proposed for the site. The site was included in an EIR prepared for the overall development project in 2018, and extensive environmental review of the site was conducted. The original CEQA work for the NACC project was performed by First Carbon Solutions (FCS) in Walnut Creek. The American Canyon City Council certified the NACC EIR in June 2018.

In December 2019, the Authority hired First Carbon Solutions (FCS) to evaluate the proposed C&D facility against the conclusions of the NACC EIR to determine if any new or more severe environmental impacts would result. FCS prepared an Initial Study and Addendum (IS/Addendum) to the original EIR in order to document the environmental impacts, if any, of those changes. They found the conclusions of the NACC EIR would remain unchanged. The IS/Addendum and related Mitigation and Monitoring Program prepared by FCS were recommended for adoption by the NVWMA Board.

FCS found the smaller C&D Building project had significantly lower environmental impacts than the former warehouse project on the site. The warehouse generated significant additional traffic and the associated greenhouse gas emissions associated with that traffic. The C&D Building generates no additional traffic because it simply moves an existing process into an enclosed area. It provides environmental benefits by reducing potential dust emissions and potential contamination of stormwater runoff from the current C&D operation. The C&D building would not result in any new or more severe environmental impacts than previously disclosed in the NACC EIR. The NVWMA Board adopted the FCS findings at the August 6, 2020, Board meeting.

In July 2022, the Authority contracted with Sonoma RSA, dba RSA+ to provide engineering, architectural and related services to support design and construction of the Devlin Road Transfer Station C&D Building. Since July 2022, the Authority has been meeting with RSA+ and their subcontractors on a monthly basis to discuss and implement plans for this capital project.

**FISCAL & STRATEGIC PLAN IMPACT**

|                                   |   |
|-----------------------------------|---|
| Is there a Fiscal Impact?         | Yes   |
| Is it currently budgeted?         | Yes   |
| Where is it budgeted?             | 2020-2025 Budgets                                 |
| Is it Mandatory or Discretionary? | Discretionary                                     |
| Discretionary Justification:      | DRTS Site Improvement                             |
| Is the general fund affected?     | Yes   |
| Future fiscal impact:             | Reserves will be used                             |
| Consequences if not approved:     | DRTS' operations could see long term difficulties |

**ENVIRONMENTAL IMPACT**

ENVIRONMENTAL DETERMINATION: ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable