

Addendum to the Napa Pipe EIR for the Napa Pipe Project

November 2019
State Clearinghouse No. 2008122111

BACKGROUND, ACTION TRIGGERING THE ADDENDUM, AND PREVIOUS ENVIRONMENTAL ANALYSES

In 2013, the County of Napa (County) approved a General Plan amendment and rezoning of approximately 154 acres in unincorporated Napa County commonly known as the Napa Pipe property. The Napa Pipe property borders the Napa River and is surrounded on three sides by the City. The County's approvals allow development on the property of a mixed-use community (referred to herein as the Napa Pipe project) containing up to 945 residential units, 150 units of senior housing, a 150-unit hotel, and approximately 385,000 square feet of non-residential uses, as well as parks and open space. In support of its approvals, and as required by CEQA (Public Resources Code sections 21000 through 21189.3) and its implementing regulations (the "CEQA Guidelines") (California Code of Regulations, Title 14, Chapter 3, sections 15000 through 15387), the County prepared an environmental impact report (EIR) for the Napa Pipe project that analyzed its potential environmental effects.

Environmental analysis of the Napa Pipe project formally began in January 2009, when the County prepared an Initial Study and issued a Notice of Preparation for the project's EIR. A Draft EIR was released on October 23, 2009, followed by a Supplement to the Draft EIR, released on February 14, 2011. The Supplement to the Draft EIR analyzed modifications made to the project in response to comments received on the Draft EIR and also included additional information about on-site remediation and air quality. The Final EIR was released on February 3, 2012 and focused on the Mid-Range Density Alternative previously evaluated in the Draft EIR. A Supplemental Environmental Analysis (SEA), dated February 10, 2012, analyzed a hybrid of the Mid-Range Density and No Project 1B alternatives, concluding that no substantial changes to the impact conclusions of the Final EIR would occur as a result of proposed changes. Subsequently, a second SEA, dated September 19, 2012, analyzed the "Developer's Revised Proposal," representing a hybrid of the Mid-Range Density, No Project 1B, and City Water Alternatives, again concluding that no substantial changes to the impact conclusions of the Final EIR would occur as a result of the proposed City actions.

On January 14, 2013, the Board of Supervisors certified the Final Environmental Impact Report. On June 4, 2013 the Board approved the proposed General Plan Amendment and adopted a Zoning Ordinance and rezoned most of the project site to the newly adopted zoning district.

In its EIR, the County anticipated the annexation of the Napa Pipe project to the City and identified the City as a "responsible agency" whose actions would be required to implement the project analyzed in the EIR. Following the County's approval of the General Plan amendment and rezoning, the City and County executed a Memorandum of Understanding (MOU) to establish the terms and conditions under which the City would provide municipal services to the property and could ultimately annex the property to the City. The MOU establishes a process by which the City and County would work together to facilitate development of the Napa Pipe project and identifies various actions that will be taken by the City and County to implement the MOU process.

In 2014, the City prepared and approved an Initial Study pursuant to Sections 15063(c)(7) and 15164 of the CEQA Guidelines to determine whether additional environmental review was required to support City actions required by the MOU. The City determined that the Initial Study/Addendum to the Napa Pipe EIR was sufficient.

Subsequently, the applicant requested that the plan for the Napa Pipe area be modified (2018 Revised Project or project). Apart from the changes described in the project description, the project remains the same as the Napa Pipe Project approved by the County on June 4, 2013 (Resolution 2013-60). The 2018 Revised Project remains a mixed-use development on a 154-acre site at 1025 Kaiser Road immediately east of the Napa River, consisting of two parcels, separated by a railroad right of way. The western parcel is approximately 63 acres, and the eastern parcel is approximately 91 acres. A portion of the site has been annexed into the City, while the remainder of the site lies in unincorporated Napa County.

The 2018 Revised Project will require the following approvals:

- ▲ City of Napa General Plan Amendment,
- ▲ Rezoning of approximately 31.48 acres from I-AC (Industrial – Airport Compatibility) to NP-MP-MUR,
- ▲ Development Plan amendment,
- ▲ Development Agreement (DA) amendment, including amendments to DA Exhibits;
- ▲ Design Guidelines update; and
- ▲ Revised Tentative Map.

As the lead agency under the California Environmental Quality Act (CEQA), the City of Napa has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the proposed changes to the project warrant the preparation of an addendum to update the analysis provided in the EIR.

CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent environmental impact report (SEIR), a supplement to an EIR, and an addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no SEIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a SEIR if:

(1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and

(2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

The addendum is intended to evaluate and confirm CEQA compliance for proposed changes to the Napa Pipe project, which has been modified from what is described and evaluated in the Final EIR. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the certified Final EIR, and determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, that is found in Appendix G of the CEQA Guidelines. Rather, the purpose of this analysis is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.



EIR ADDENDUM

Napa Pipe Project Modifications

Prepared for:



City of Napa
Community Development Department
1600 First Street
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November 2019

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LIST OF ABBREVIATIONS

ALUCP	Airport Land Use Compatibility Plan
CCRC	continuing care retirement community
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFD	Community Facilities District
City	City of Napa
CLOMR	Conditional Letter of Map Revision
County	County of Napa
EIR	environmental impact report
ESCP	Erosion and Sediment Control Plan
FEMA	Federal Emergency Management Agency
GHG	greenhouse gases
HOA	Home Owners Association
LED	light emitting diodes
LEED	Leadership in Energy and Environmental Design
LOMR	Letter of Map Revision
NCOES	Napa County Office of Emergency Services,
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NSD	Napa Sanitation District
PM ₁₀	respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
PM _{2.5}	fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
RAP	Remediation Action Plan
RDIP	Remedial Design and Implementation Plan
RWQCB	regional water quality control board
SEA	Supplemental Environmental Analysis
SEIR	subsequent environmental impact report
SFBRWQCB	San Francisco Bay Regional Water Quality Control Board
SRMP	Stormwater Runoff Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRF	Soscol Water Recycling Facility
TAC	toxic air contaminant
TDM	transportation demand management
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Services
VMT	vehicle miles traveled
WWTP	wastewater treatment plant

1 INTRODUCTION

1.1 OVERVIEW

The City of Napa (City) approved an Initial Study for the Napa Pipe project on July 22, 2014. Implementation of the project includes the development of a mixed-use community on a former industrial site immediately east of the Napa River. A portion of the site (111 acres) has been annexed into the City, while the remainder of the site lies in unincorporated Napa County (Figure 1-1).

Pursuant to the California Environmental Quality Act (CEQA), the environmental impacts of the project have been analyzed in the *Napa Pipe EIR* (certified by the County of Napa in January 2013 through Resolution No. 2013-03) and *Initial Study/Addendum for the Napa Pipe Project* (City of Napa, July 22, 2014). The *Napa Pipe EIR* includes: the 2009 Draft EIR, the 2011 Supplemental Draft EIR, the 2012 Final EIR, the February 2012 SEA, the September 2012 SEA to the Final EIR, and the 2014 Addendum. The environmental analysis contained in these documents provides an evaluation of potentially significant effects on the environment that would occur as a result of implementing the proposed modifications to the Napa Pipe project.

1.2 PROJECT BACKGROUND

In 2013, the County of Napa (County) approved a General Plan amendment and rezoning of approximately 154 acres in unincorporated Napa County commonly known as the Napa Pipe property. The Napa Pipe property borders the Napa River and is surrounded on the remaining three sides by the City. The County's approvals allow development on the property of a mixed-use community (referred to herein as the Napa Pipe project) containing up to 945 residential units, 150 units of senior housing, a 150-unit hotel, and approximately 385,000 square feet of non-residential uses, as well as parks and open space. In support of its approvals, and as required by CEQA (Public Resources Code sections 21000 through 21189.3) and its implementing regulations (the "CEQA Guidelines") (California Code of Regulations, Title 14, Chapter 3, sections 15000 through 15387), the County prepared and certified an environmental impact report (EIR) for the Napa Pipe project that analyzed its potential environmental effects.

Environmental analysis of the Napa Pipe project formally began in January 2009, when the County prepared an Initial Study and issued a Notice of Preparation for the project's EIR. A Draft EIR was released on October 23, 2009, followed by a Supplement to the Draft EIR, released on February 14, 2011. The Supplement to the Draft EIR analyzed modifications made to the project in response to comments received on the Draft EIR and also included additional information about on-site soil and groundwater remediation and air quality. The Final EIR was released on February 3, 2012 and focused on the Mid-Range Density Alternative previously evaluated in the Draft EIR. A Supplemental Environmental Analysis (SEA), dated February 10, 2012, analyzed a hybrid of the Mid-Range Density and No Project 1B alternatives, concluding that no substantial changes to the impact conclusions of the Napa Pipe EIR would occur as a result of proposed changes. Subsequently, a second SEA, dated September 19, 2012, analyzed the "Developer's Revised Proposal," representing a hybrid of the Mid-Range Density, No Project 1B, and City Water Alternatives, again concluding that no substantial changes to the impact conclusions of the Napa Pipe EIR would occur as a result of the proposed City actions.

On January 14, 2013, the Board of Supervisors certified the Final Environmental Impact Report. On June 4, 2013 the Board approved the proposed General Plan Amendment and adopted a Zoning Ordinance and rezoned most of the project site to the newly adopted zoning district.



Source: Adapted by Ascent Environmental in 2019

Figure 1-1 Project Location

In its EIR, the County anticipated the annexation of the Napa Pipe project to the City and identified the City as a “responsible agency” whose actions would be required to implement the project analyzed in the EIR. Following the County’s approval of the General Plan amendment and rezoning, the City and County executed a Memorandum of Understanding (MOU) to establish the terms and conditions under which the City would provide municipal services to the property and could ultimately annex the property to the City. The MOU establishes a process by which the City and County would work together to facilitate development of the Napa Pipe project and identifies various actions that will be taken by the City and County to implement the MOU process.

In 2014, the City prepared and approved an Initial Study pursuant to Sections 15063(c)(7) and 15164 of the CEQA Guidelines to determine whether additional environmental review was required to support City actions required by the MOU. The City determined that the Initial Study/Addendum to the Napa Pipe EIR was sufficient to support the actions contemplated by the MOU, including annexation of the entire project site to the City.

Subsequently, the applicant requested that the plan for the Napa Pipe area be modified (2018 Revised Project or project). Apart from the changes described in the project description, the project remains the same as the Napa Pipe Project approved by the County on June 4, 2013 (Resolution 2013-60). The 2018 Revised Project remains a mixed-use development on a 154-acre site at 1025 Kaiser Road immediately east of the Napa River, consisting of two parcels, separated by a railroad right of way. The western parcel is approximately 63 acres, and the eastern parcel is approximately 91 acres. A portion of the site has been annexed into the City, while the remainder of the site lies in unincorporated Napa County.

The 2018 Revised Project will require the following approvals:

- ▶ City of Napa General Plan Amendment,
- ▶ Rezoning of approximately 31.48 acres from I-AC (Industrial – Airport Compatibility) to NP-MP-MUR,
- ▶ Development Plan amendment,
- ▶ Development Agreement (DA) amendment, including amendments to DA Exhibits;
- ▶ Design Guidelines update; and
- ▶ Revised Tentative Map.

1.3 PURPOSE OF THIS DOCUMENT

The addendum is intended to evaluate and confirm CEQA compliance for proposed changes to the Napa Pipe project, which has been modified from what is described and evaluated in the Napa Pipe EIR. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the certified Napa Pipe EIR, and determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, that is found in Appendix G of the CEQA Guidelines. Rather, the purpose of this analysis is to evaluate the checklist categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

1.4 CEQA GUIDANCE REGARDING PREPARATION OF AN ADDENDUM TO THE EIR

An addendum to an EIR is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent

with CEQA Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164. An addendum is intended to evaluate and confirm CEQA compliance for the proposed project, which would be a change to what is described and evaluated in the 2013 EIR.

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent environmental impact report (SEIR), a Supplement to an EIR, (or) an Addendum to an EIR.

After a lead agency's certification of an EIR, if the lead agency proposes substantial changes to the project or substantial changes to the project's circumstances occur or there is new information of substantial importance, then Section 15162 of the State CEQA Guidelines describes the conditions under which a subsequent environmental impact report (SEIR) may be prepared. When an EIR has been certified for a project, no SEIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a SEIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate if a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

2 PROJECT DESCRIPTION AND DESCRIPTION OF PROPOSED MODIFICATIONS

2.1 PROJECT OBJECTIVES

The purpose of the Napa Pipe project is to redevelop 154 acres of industrial lands adjacent to and within the current Napa city limits. The Napa Pipe project envisions a high-density residential neighborhood containing low-rise and mid-rise housing, public open space, neighborhood service retail and restaurants, a wholesale warehouse (Costco), a hotel and a new business park with research and development, light industrial, warehousing, and office space.

The Napa Pipe project objectives include the following:

- ▶ provision of a safe and attractive neighborhood with suitable urban services,
- ▶ contribution towards the County's Regional Housing Needs Allocation,
- ▶ integration of affordable housing,
- ▶ reduction of pressure to develop county agricultural land for residential uses,
- ▶ location of housing in proximity to jobs to reduce traffic,
- ▶ provision of multiple housing types in proximity to educational and recreational amenities,
- ▶ provision of a financially feasible development program to allow for site remediation,
- ▶ implementation of "smart growth" principles, and
- ▶ provision of fiscal benefits to both the County and the City without diversion of resources.

2.2 ORIGINALLY APPROVED PROJECT AND CERTIFIED EIR

2.2.1 Environmental Impact Report

The original project as described in the EIR amended the County's General Plan and zoning ordinance and resulted in phased construction of a new neighborhood on the 154-acre Napa Pipe site at 1025 Kaiser Road in what, at the time of project approval, was unincorporated Napa County. Since then, most of the project site has been annexed by the City of Napa. The certified EIR contained a combination of residential, neighborhood-serving retail, light industrial/research and development/warehousing, and office space, as well as a condominium hotel. Key features of the project evaluated in the certified EIR included:

- ▶ Brownfield Recycling: Remediation, grading, and site preparation to raise the elevation of a flat, largely paved, 154-acre industrial site;
- ▶ Housing: Development of approximately 2,580 units in three phases with varying dwelling unit sizes, heights, and building types; 20 percent of the units constructed would be deed restricted as affordable;
- ▶ Senior Facility: Construction of a 150-unit Continuing Care Retirement complex with 225 beds that would provide independent living for seniors, with common dining, recreational activities, housekeeping and transportation as well as assisted care for seniors;
- ▶ New Infrastructure and Public Open Space: New roads, sidewalks, and other infrastructure, plus approximately 86 acres of new public parks, open spaces and wetlands, including a new segment of the Napa River trail about 0.8 mile long;

- ▶ Community Facilities: Development of community facilities encompassing a total of 15,600 square feet, including a transit center, interpretive nature center, boat house, public safety building, café/visitor pavilion, and drydock theater;
- ▶ Office: Approximately 50,000 square feet of office space;
- ▶ Industrial/Research and Development/Warehousing: Approximately 140,000 square feet (including wine-related businesses);
- ▶ Retail: Approximately 40,000 square feet of neighborhood serving retail and restaurant uses;
- ▶ Condominium Hotel: 150 suites with associated uses, such as meeting space and spa;
- ▶ Special District and County Services: As originally proposed, development would have been served by the Napa County Fire Department and Napa County Sheriff. A new investor-owned public utility or mutual water company would have provided potable water, using groundwater as its source. Wastewater treatment and recycled water supplies (for irrigation) would have been provided either by the same mutual company or by the Napa Sanitation District; and
- ▶ Reserve Area: Nineteen acres of the site would be un-programmed and would have remained designated "Study Area" and zoned for industrial uses; thus, land would have been available for a range of potential future uses.

General Plan and zoning changes were included as part of the originally proposed project. They enabled development on the site without changing policies and standards related to other areas of the County.

2.2.2 Approved Project

The project as approved and described in the Development Agreement differs from that contemplated in the EIR. The revised and currently approved project proposal includes:

- ▶ 700 to 945 housing units;
- ▶ continuing care retirement community of up to 150 suites with up to 225 beds;
- ▶ 150-room hotel;
- ▶ approximately 154,000 square foot membership warehouse store, gas station, and associated facilities;
- ▶ other uses including 40,000 square feet of neighborhood-serving retail and restaurants, community facilities, research and development, light industrial, warehousing and office space; and
- ▶ parks, public open space, and other public amenities.

2.3 CURRENT PROJECT AREA SETTING

Industrial uses for the project site began in the late 1930s, including shipbuilding and the manufacturing of steel pipe. The former operator of the site, Napa Pipe Corporation, ceased operations in 2005. Under the oversight of the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), numerous environmental investigations have been implemented at the site. Remedial excavation and dewatering were implemented in areas with known impacts to soil and groundwater. Impacted groundwater was pumped and treated prior to discharge to Napa Sanitation and/or reused on-site as dust suppression. Soils exceeding the SFBRWQCB-approved cleanup goals have been removed and residual soils left at the site do not pose an ongoing threat to human health or the environment. Post-excavation soil gas sampling results indicated that all samples analyzed were at or below the cleanup goals, indicating no unacceptable residual soil gas impacts at the site. No further investigation or actions were warranted and the SFBRWQCB concurred that cleanup goals had been met at each excavated area (Napa Redevelopment Partners 2019).

2.4 PROPOSED PROJECT MODIFICATIONS

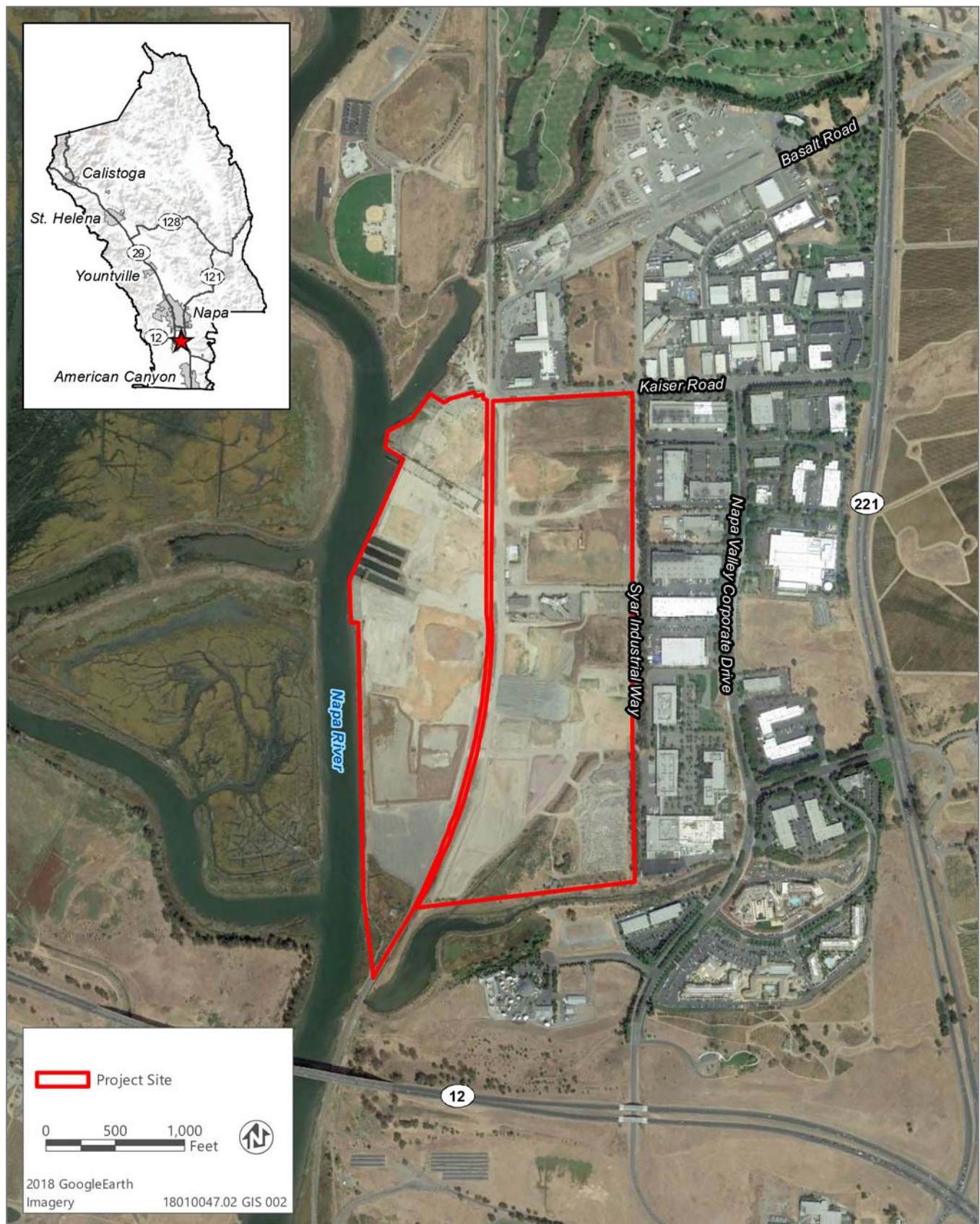
The currently proposed modifications ("2018 Revised Project") to the previously approved Napa Pipe project are described below. Apart from the changes described below, the project remains the same as the project approved by Napa County on June 4, 2013 (Resolution 2013-60). The 2018 Revised Project remains a mixed-use development on a 154-acre site at 1025 Kaiser Road immediately east of the Napa River (Figure 2-1). The site consists of two parcels, separated by a railroad right of way. The western parcel is approximately 63 acres, and the eastern parcel is approximately 91 acres. A portion of the site has been annexed into the City of Napa, while the remainder of the site lies in unincorporated Napa County.

The impacts of the previously approved project were studied in the environmental impact report (EIR) previously certified by Napa County (Resolution No. 2013-03) and in the City of Napa's 2014 Addendum. The County's EIR includes: the 2009 Draft EIR (project description at pp. 3-1 to 3-63), the 2011 Supplemental Draft EIR (pp. 3-1 to 3-26), the 2012 Final EIR (pp. 3-1 to 3-30), the February 2012 Supplemental Environmental Analysis (SEA) to the EIR, and the September 2012 SEA to the Final EIR (pp. 1-28).

None of the proposed modifications would increase the development allowed by the existing entitlements of the Napa Pipe project. The key features of the 2018 Revised Project include:

- ▶ Moving up to 375 market-rate residential units from the western parcel (existing Blocks 1-21) to the eastern parcel (newly-designated Blocks 13-22 to be situated in existing Parcel G).
- ▶ Moving approximately 70 units of low and very-low income housing from Blocks 4, 17, and 19 on the western parcel to the newly-designated Block 23 on the eastern parcel.
- ▶ Reducing the number of units on the western parcel from 945 units (consisting of 805 market-rate & moderate-income units and 140 low and very-low affordable units) to approximately 500 units (consisting of approximately 430 market-rate & moderate-income units and 70 affordable housing units).
- ▶ Allowing the 150-unit Continuing Care Retirement Complex to be built on any Block on the western parcel.
- ▶ Reducing the size of Parcel Park P3 (Farm) and absorb it into Parcel Park P4. Additionally, the community farm would not be a specific designated use of Parcel Park P4.
- ▶ Adding Parcel Parks P10, P11, and P12.
- ▶ Reducing the number of wetlands crossings and vehicular bridges from three (3) to one (1).
- ▶ Reconfiguring the entry road alignment to accommodate the reduction of vehicular bridges and the reconfiguration of Parcel F (membership warehouse store). The new road alignment would cross the "Study Area" in existing Parcel B.
- ▶ Reconfiguring existing Parcel F to eliminate the gas station pad to the south of the wetlands. Membership warehouse store (Costco) and gas station would now be a contiguous parcel.
- ▶ Revising the overall project phasing to reflect revised land use plan.
- ▶ Relocating the 10-acre potential school site previously proposed on the eastern parcel to the Harrison parcel to the North of Napa Pipe property.

The City of Napa would provide water service for all residential, commercial, fire-fighting, irrigation and other associated purposes to the project. Wastewater treatment and recycled water supplies (for irrigation) would be provided by the Napa Sanitation District.



Source: Adapted by Ascent Environmental in 2019

Figure 2-1 Project Site

The changes described above require some modifications to the internal street network from that previously proposed. The updated plan includes new and realigned streets that would call for associated changes to the grading, utility distribution, storm water conveyance & treatment facilities, transit routes and stops, parking, and pedestrian/bicycle trails. Other changes include adjustments to the overall grading to ensure compliance with the Federal Emergency Management Agency and potential sea level rise, changes to the shapes, alignments frontages and phasing of parks and open spaces, pedestrian/bicycle trail interim and permanent alignments and trigger adjustments for construction of off-site traffic & infrastructure improvements.

A comparison of the currently approved project compared to the proposed modified project is included in Table 2-1 and Figure 2-2.

In addition to modifications to the land plan as described above, the developer has identified a newer outfall approach for stormwater drainage. The original EIR identified using existing outfalls and a new outfall into a drydock area to be used for stormwater drainage of the area west of the railroad right-of-way, and the drainage of a portion of the project site into an existing storm drain at the eastern property line. Using the revised approach, drainage for the eastern parcel would utilize an existing storm drain at the eastern property line and the diagonal ditch on the project site. The revised outfall approach for the western parcel would involve removal of three existing outfalls into the Napa River and construction of two new outfalls into the Napa River. The project would be phased so that development would begin on the portion of the project site east of the railroad tracks. The outfalls into the Napa River, if constructed, would be associated with drainage improvements for construction in the project area to the west of the railroad tracks; therefore, any construction of the outfalls into the Napa River would occur during a later phase of the project, when work on the western project area begins, and would be subject to environmental review under CEQA at that time. Environmental and economic feasibility to undertake the removal and installation of outfalls directly to the Napa River is not complete, and it is possible that the developer would revert to the original approach after investigating the newer outfall approach. As a result, this addendum does not evaluate the outfalls into the Napa River.

2.5 POTENTIAL PERMITS AND APPROVALS REQUIRED

The 2018 Revised Project would require the following approvals:

- ▶ City of Napa General Plan Amendment;
- ▶ Rezoning of approximately 31.48 acres from I-AC (Industrial – Airport Compatibility) to NP-MP-MUR;
- ▶ Development Plan amendment;
- ▶ Development Agreement amendment, including amendments to DA Exhibits;
- ▶ Design Guidelines Update; and
- ▶ Revised Tentative Map.

Table 2-1 Current Approved and Proposed Modified Project Comparison

Current Approved Land Uses				Proposed Modified Land Uses			
Land Use	Acres (approximate)	Maximum Intensity of Use	Intended Blocks	Land Use	Acres (approximate)	Maximum Intensity of Use	Intended Blocks
Parks and Open Space	34.4		P1-P9	Parks and Open Space	47.5		P1, P2, P4-P12a/b, Dry Docks
Seniors Housing	1.8	150* units (225 beds)	10	Seniors Housing		150 units (225 beds)	
Ground-floor Retail (w/Residential Above)	2.1	40,000sf	11, 13, 15, 16	Ground-floor Retail (w/Residential Above)	7.0	40,000sf	6, 8, 10
Hotel & Accessory Uses	3.1	150 rooms / 200,000sf	E	Hotel & Accessory Uses	3.2	150 rooms/200,000sf	E
Office	1.6	10,000sf	C and D	Office	2.1	10,000sf	C and D
Office, R&D, Warehouse and/or Light Industrial	34.7	90,000sf Office and 75,000sf warehouse/R&D	A and G	Office, R&D, Warehouse and/or Light Industrial	19.5	90,000sf office and 75,000sf warehouse/R&D	A and B
General Wholesale Sales, Commercial Activities	17.8	154,000sf	F	General Wholesale Sales, Commercial Activities	16.4	154,000sf	F
Residential	19	945 units (with density bonus allowance, including up to 190 "affordable" units on lots 4, 17 and 19 with the moderate income units dispersed throughout)	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22	Residential	47.0	945 units (140 low/very low "affordable" units on Blocks 1 and 23 combined, and 50 moderate "affordable" inclusionary units)	1 – 23
Circulation	21			Circulation (including sidewalks)	11.8		
Study Area	19.2		B	Study Area	0		
Total	154.3			Total	154.3		
Affordable Housing Plan – Approved				Affordable Housing Plan – Proposed Modified			
Phase 1		N/A	N/A	Phase 1	+/-70 low/very low income units		23
Phase 2		50 low/very low income units	Block 17	Phase 2	+/-70 low/very low income units		1
Phase 3		40 low/very low income units	Block 19	—	—		—
Phase 4		50 low/very low income units	Block 4	—	—		—



Figure 2-2 Current Approved Uses and Proposed Modified Land Uses

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3 ENVIRONMENTAL CHECKLIST

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the Napa Pipe EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category; rather, “no” means that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the New Napa Pipe EIR. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the project were adequately addressed in the Napa Pipe EIR, and the environmental impact significance conclusions of the Napa Pipe EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact Was Analyzed

This column provides a cross-reference to the pages of the Napa Pipe EIR where information and analysis may be found relative to the environmental issue listed under each topic.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the environmental impacts of the project-specific features not considered in the Napa Pipe EIR is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior

environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

3.1.5 Do Prior Environmental Document’s Mitigation Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less than significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are listed under each environmental category. New mitigation measures are included, if needed. Slight modifications to mitigation may be carried out as a result of jurisdictional changes as considered in this document; that is, the responsibility may become the City’s rather than the County’s. However, these changes would be minor and intended to ensure the mitigations from the MMRP are implemented appropriately and meet the original intent and goal of the mitigation. This document notes in each measure where responsibility is now the City’s rather than the County’s.

3.3 TOPICS DISMISSED FROM EIR CONSIDERATION

AGRICULTURAL RESOURCES

The 2009 Initial Study prepared for the Napa Pipe project concluded that the project as originally proposed would not adversely affect agricultural resources because no agricultural uses or resources are located at the project site. Additionally, the project site is not under a Williamson Act Contract, and no agricultural land adjoins the site. The modified project would be at the same location of the previously approved project. Conditions have not changed at the project site, and agricultural land still is not present. Therefore, the modified project would not result in the conversion of agricultural land. The findings of the Initial Study remain valid, and no further analysis is required.

MINERAL RESOURCES

The 2009 Initial Study concluded that no impacts to mineral resources would result from the originally proposed project because mineral resources are not identified in the Napa County General Plan at this site. The modified

project would occur within the same project boundaries as the previously proposed and therefore would also not include mineral resources. Since the adoption of the approved project, no new mineral resources areas have been identified in the project area by the City or County of Napa. The findings of the Initial Study therefore remain valid and no further analysis is required.

3.4 AESTHETICS

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
I. Aesthetics.				
Would the project:				
a) Substantially degrade the existing visual character or quality of the site and its surroundings?	Napa Pipe EIR pages 4.14-23 through 4.14-34	No	No	NA, impacts remain less than significant
b) Have a substantial adverse effect on a scenic vista?	Napa Pipe EIR pages 4.14-34 through 4.14-35	No	No	NA, impacts remain less than significant
c) Substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings?	Napa Pipe EIR pages 4.14-35 through 4.14-36	No	No	NA, impacts remain less than significant
d) Expose people on- or off-site to substantial light or glare?	Napa Pipe EIR pages 4.14-36 through 4.14-37	No	No	NA, impacts remain less than significant

3.4.1 Discussion

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

The Napa Pipe EIR concluded that although the project would alter the character of the site, alterations would not result in adverse effects and impacts would remain less than significant. Further, the Napa Pipe EIR indicates that the overall visual quality of the site would improve through the addition of modern architecture, landscaping, parks, and trails. The modified project includes the same uses and intensity of development within the same project boundaries as the previously approved project. The configuration of the uses would be slightly different, but the overall visual effect would be the same as evaluated in the Napa Pipe EIR. The findings of the Napa Pipe EIR therefore remain valid, and no further analysis is required.

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

The Napa Pipe EIR concluded that the project would not substantially affect views within the project area. Residential properties that would experience views of the site are located approximately 3.5 miles from the site, and project implementation would not affect long-distance views. Additionally, development of the waterfront area would improve the existing visual balance of the project area. The modified project would be located within the same project area described in the Napa Pipe EIR and would include the same type and level of construction and new infrastructure as originally proposed. The configuration of the uses would be slightly different, but the overall visual

effect would be the same as evaluated in the Napa Pipe EIR. Therefore, the modified project would result in less-than-significant impacts related to scenic vistas.

c) Substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings and historic buildings?

The Napa Pipe EIR concluded that there are no officially designated scenic highways in the project area. However, portions of Highway 121 and the entirety of Highway 29 (State Route 12) are County-designated Scenic Roadways per the Community Character Element of the Napa County General Plan. The Napa Pipe EIR states that the project would not dominate views from these roadways, and the project would be largely camouflaged by existing vegetation so that views of the surrounding area would not be inhibited. Since the adoption of the previously approved project, there are still no officially designated highways within the project area. Because the modified project would be located within the same project area as the previously approved project, the findings of the Napa Pipe EIR remain valid, and the project would not degrade the view from a scenic highway.

d) Expose people on- or off-site to substantial light or glare?

The Napa Pipe EIR concluded that impacts related to light and glare would be less than significant through conformance with the California Building Code and Napa County Code. Additionally, exterior lighting must be consistent with Airport Land Use Commission lighting guidelines. The Napa Pipe EIR also stated that no proposed buildings would include monolithic reflective surfaces. The modified project would also be required to comply with the above regulations and would include the same type of construction and buildings as contemplated in the Napa Pipe EIR. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

No mitigation measures are required.

3.5 AIR QUALITY

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	Napa Pipe EIR pages 4.6-27 through 4.6-29	No	No	NA
b) Result in significant emissions during construction?	Napa Pipe EIR pages 4.6-29 through 4.6-39 and 2014 Addendum pages 43 and 44	No	No	NA, impact remains significant and unavoidable.
c) Result in significant emissions during operations?	Napa Pipe EIR pages 4.6-40 through 4.6-48	No	No	NA, impact remains significant and unavoidable.
d) Expose new residences to toxic air contaminants?	Napa Pipe EIR pages 4.6-48 through 4.6-50	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure AQ-4.
e) Expose new residences to objectionable odors?	Napa Pipe EIR pages 4.6-51 through 4.6-52	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure AQ-5.

3.5.1 Discussion

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

As discussed in the Napa Pipe EIR, the *2005 Bay Area Ozone Strategy* was the latest Clean Air Plan developed for the Bay Area at the time. Projections used to develop the *2005 Bay Area Ozone Strategy* did not include growth impacts from the Napa Pipe Project. Thus, the Napa Pipe EIR concluded the project would result in population growth and an increase in vehicle miles traveled (VMT) that exceeded the latest clean air planning assumptions. No mitigation measures were available to mitigate this impact to a less-than-significant level, and the Napa Pipe EIR concluded that this impact was significant and unavoidable.

Since the adoption of the previously approved project, BAAQMD released the *2017 Clean Air Plan: Spare the Air, Cool the Climate*, which relies on a 2011 baseline year emissions inventory that uses the Association of Bay Area Government's 2009 population, housing, and employment projections (BAAQMD 2017). Therefore, like the *2005 Bay Area Ozone Strategy*, the *2017 Clean Air Plan: Spare the Air, Cool the Climate* does not include growth impacts from the Napa Pipe Project. As a result, the project would still result in development that exceeds the latest clean air plan assumptions. However, the modified project would include fewer residential units than analyzed in the Napa Pipe EIR and, would therefore result in less VMT compared to the previously approved project. Thus, the modified project would be within the scope of impacts analyzed in the Napa Pipe EIR, and no new or substantially more severe impacts would occur.

b) Result in significant emissions during construction?

The Napa Pipe EIR analyzed construction air pollutant emissions from on-site equipment use, ground disturbance, and traffic from trucks and construction employees. The Napa Pipe EIR concluded that construction emissions would be potentially significant due to oxides of nitrogen (NO_x) emissions from import of fill, as well as respirable particulate matter (PM₁₀) emissions from construction activity that is not adequately controlled. Mitigation Measure AQ-2 requires implementation of BAAQMD's recommended control measures such as watering active construction areas at least twice daily, covering haul trucks, and limiting traffic speed on unpaved roads to 15 miles per hour. Mitigation Measure AQ-2 also requires the applicant provide an analysis of alternative sites and methods to import fill material, along with a calculation of emissions for each method to demonstrate that NO_x emissions would not exceed 15 tons per year. The Napa Pipe EIR concluded that implementation of Mitigation Measure AQ-2 would reduce construction air quality impacts to a less-than-significant level. However, as described in the 2014 Addendum to the EIR, the measure may have the effect of limiting the amount of equipment that can be used onsite at any one time and may therefore result in extending the duration of the remediation and grading period beyond the time period assumed in this analysis. The extensions of construction would further inconvenience adjacent businesses and extend the duration of less than significant impacts related to construction traffic and noise. As a result, the County concluded that the NO_x reductions achieved by Mitigation Measure AQ-2 may not be desirable or feasible from a public policy perspective, and that the NO_x emissions during remediation and grading would remain significant and unavoidable.

The modified project would employ similar construction methods, types of equipment, and hours as the project previously analyzed in the Napa Pipe EIR. However, because of the availability of newer, cleaner trucks and equipment than was contemplated in the Napa Pipe EIR, the modified project would likely result in less overall construction air pollutant emissions than previously analyzed. Furthermore, the modified project would still include Mitigation Measure AQ-2 to reduce PM₁₀ and NO_x emissions. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation is available that would reduce or avoid this impact.

c) Result in significant emissions during operations?

The Napa Pipe EIR concluded that the project would generate reactive organic gases, NO_x, fine particulate matter (PM_{2.5}), and PM₁₀ emissions in exceedance of BAAQMD's significance thresholds and state and federal air quality standards. Mitigation Measure AQ-3 requires implementation of measures to reduce air pollutant emissions from vehicle trips and area sources by encouraging alternative transportation, enforcing anti-idling rules, and obtaining Leadership in Energy and Environmental Design (LEED) certification for new residential and commercial buildings. However, implementation of Mitigation Measure AQ-3 would not reduce emissions below the BAAQMD significance thresholds. The Napa Pipe EIR, therefore, concluded that impacts would be significant and unavoidable.

The modified project would have a reduced development intensity (fewer market-rate residential units) compared to the project previously analyzed in the Napa Pipe EIR. Thus, it would result in reduced VMT, energy consumption, water consumption, and associated operational air pollutant emissions. Additionally, the modified project would be required to implement Mitigation Measure AQ-3 to reduce VMT and area source emissions. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required. The findings of the Napa Pipe EIR remain valid and no further analysis is required.

d) Expose new residences to toxic air contaminants?

The Napa Pipe EIR concluded that the impact of project-generated traffic on local air quality would be less than significant but the project could expose new residential receptors to existing toxic air contaminant (TAC) emissions from heavy industrial uses on adjacent properties. Mitigation Measure AQ-4 would be implemented to create wind breaks and develop adequate buffers for siting new residences and would reduce impacts to a less-than-significant level.

In 2015, the California Supreme Court held that, except for some statutory exceptions, CEQA generally does not require an evaluation of environmental conditions on a project (*California Building Industry Association v. Bay Area Air Quality Management District* (2015)). As a result, the evaluation of toxic air contaminants on future residential receptors brought to the area as a result of the project is not a topic that must be evaluated under CEQA. The evaluation provided here is for informational purposes because the topic was evaluated in the Napa Pipe EIR. The modified project would not result in increased traffic or locate residences nearer to existing industrial land uses than the approved project. The modified project would generate less traffic than the project analyzed in the Napa Pipe EIR and would therefore result in less local air quality emissions. Furthermore, the modified project would still implement Mitigation Measure AQ-4 to properly site residences and create wind breaks if needed to reduce exposure to TACs. Therefore, no new or substantially more severe impacts would occur.

e) Expose new residences to objectionable odors?

As discussed in the Napa Pipe EIR, new residences could be exposed to objectionable odors from new restaurants in the mixed-use development areas. Mitigation Measure AQ-5 would require new restaurants in neighborhoods to install accepted methods of odor reduction (i.e., kitchen exhaust vents, exhaust filtration systems). These would reduce odor impacts to a less-than-significant level.

The modified project would not introduce new odor sources or involve changes to restaurants over what was previously analyzed in the Napa Pipe EIR. The modified project would be required to implement Mitigation Measure AQ-5 to reduce odor impacts from new restaurants. Additionally, the modified project has reduced development compared to that considered in the Napa Pipe EIR. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure AQ-2 (revised to reflect City jurisdiction): The following is a list of feasible control measures that the BAAQMD recommends to limit construction emissions of PM₁₀, PM_{2.5}, and NO_x. These mitigation measures shall be implemented for all areas (both on-site and off-site) where construction activities would occur. Even with mitigation measures imposed, this impact remains significant and unavoidable.

Measures to Reduce Fugitive Particulate Matter (PM₁₀ and PM_{2.5}) Emissions

- ▶ All untreated exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
- ▶ Limit traffic speeds on any unpaved roads to 15 mph.
- ▶ Suspend construction activities that cause visible dust plumes to extend beyond construction sites, especially during windy conditions.
- ▶ Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- ▶ Prohibit the visible tracking of mud, dirt, or material on to public streets. If necessary, all trucks and equipment, including their tires, shall be washed off prior to leaving the site. Any visible mud or dirt tracked on to public roadways shall be removed using wet power vacuum sweepers at least once per day.
- ▶ During remediation and grading/fill import phases, site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.

- ▶ Sandbags or other erosion control measures shall be installed to prevent silt run-off to public roadways from sites with a slope greater than one percent.
- ▶ During renovation and demolition activities, removal or disturbance of any materials containing asbestos or other hazardous pollutants will be conducted in accordance with the BAAQMD rules and regulations.
- ▶ Remediation activities will be conducted in accordance with BAAQMD rules and regulations.

Mitigation to Reduce NO_x Emissions

- ▶ The project shall develop a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2010.
- ▶ At least 80 percent of the equipment that will be used on site for 40 hours or greater shall meet current Tier 3 engine standards.
- ▶ The project applicant shall require the project developer or contractor to submit to the City or BAAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the remediation and grading (fill import and grading) phase of the project, except that an inventory shall not be required for any 30-day period in which little or no construction activity occurs.
- ▶ Opacity is an indicator of exhaust particulate emissions from off-road diesel-powered equipment. The project shall ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately.
- ▶ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from any residences. Clear signage indicating such idling restrictions shall be posted at construction site access points.
- ▶ Consider alternative sites and methods to import fill material to the site to reduce NO_x emissions. Alternative methods could include use of tug boats or trucks with newer engines that meet recent EPA emissions standards that result in lower emissions. The applicant shall provide an analysis of such alternatives, along with a calculation of emissions for each method. The analysis shall demonstrate that NO_x emissions from remediation activities under Option C shall not exceed 15 tons/year. The City shall use this information to determine the acceptable method for importing fill material to the site. This may include a mix of methods and fill sites.
- ▶ Planned construction activities on Spare the Air days shall be reduced to lower emissions. An attempt to reduce emissions, possibly below 54 pounds per day, would be made for each day that the BAAQMD forecasts a "Spare the Air Day" at least 24 hours prior. The City shall be provided a record of attempts to reduce NO_x emissions when Spare the Air Days were forecasted at least 24 hours prior.
- ▶ Designate a Disturbance Coordinator during construction activities. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues (e.g. dust and odors) within 48 hours. The contact information for this Coordinator shall be posted in plain view at the project site. A phone number for the Air District shall also be posted to ensure compliance with applicable regulations.

Mitigation Measure AQ-3: The project applicant shall reduce air pollutant ROG, NO_x, PM₁₀, and PM_{2.5} emissions from both traffic trips and area sources through the measures listed below.

- ▶ Bicycle amenities shall be provided for the project. This would include secure bicycle parking for retail employees, bicycle racks for retail customers, bicycle lockers, and bike lane connections. This vehicle trip reduction measure could re-duce emissions by an additional 0.5 percent.
- ▶ Pedestrian facilities shall include easy access and signage to bus stops and road-ways that serve the major site uses (e.g. retail and residential uses). This may re-duce emissions by an additional 0.5 percent.
- ▶ Project site employers shall be required to promote transit use by providing transit information and incentives to employees. This measure may reduce emissions by about 0.5 percent.
- ▶ Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and residential uses.
- ▶ Prohibit idling of trucks at loading docks for more than five minutes and include signage indicating such a prohibition.
- ▶ Provide 110- and 220-volt electrical outlets at loading docks.
- ▶ Implement a landscape plan that provides shade trees along pedestrian pathways.
- ▶ Obtain LEED certification or achieve equivalent energy efficiency for new residential and commercial buildings, which would reduce the future energy demand caused by the project.
- ▶ Implementation of Mitigation Measure TRA-1b would require that the project applicant establish a transportation demand management (TDM) program which shall be funded and administered by the property owners association with the goal of reducing the forecasted auto trip generation from the project by 15 percent.
- ▶ The effectiveness of these required measures shall be monitored on a biannual basis, and traffic counts will be conducted to determine if the 15 percent reduction of forecasted traffic levels is being achieved. If additional measures are necessary to achieve the 15 percent reduction, the TDM coordinator shall implement other measures to enhance the TDM program.
- ▶ Implementation of Mitigation Measure TRA-17 would reroute the VINE Route #10 bus so that it would serve the proposed project's transit center.
- ▶ The Napa County Regional Park and Open Space District is in the process of obtaining permits for a 4,000-plus linear foot segment of trail completing the connection between the project site and the City of American Canyon. This segment of the trail is not on the project site. The cost of constructing this segment is estimated to be \$350,000. Prior to occupancy of the project, the applicant shall contribute its fair share towards the cost of constructing this segment of the trail.

Mitigation Measure AQ-4: To lessen air quality nuisances from exposure to adjacent heavy industrial uses, the following measures shall be implemented prior to construction of new residences near barge loading/unloading areas:

- ▶ Prior to occupation of the project by sensitive receptors (e.g. residents), the applicant will develop a detailed site plan that includes features to reduce dust nuisance exposures to future project residences located near industrial activities. These features shall include the following:
- ▶ Wind break in the form of mature trees with sufficient density to reduce wind flow. BAAQMD recommends consideration of tiered plantings of trees such as redwood, deodar cedar, and live oak to reduce TAC and PM exposure.
- ▶ Buffers to avoid placement of residences near or adjacent to active or planned active industrial uses. Adequate buffers shall be determined through site-specific studies that take into account designs for new residences and anticipated future industrial activities or establish a 200-foot buffer.

- ▶ Install and maintain air filtration systems of fresh air supply either on an individual unit-by-unit basis, with individual air intake and exhaust ducts ventilating each unit separately, or through a centralized building ventilation system. The ventilation system should be certified to achieve a certain effectiveness, for example, to remove at least 80 percent of ambient PM25 concentrations from in-door areas. The air intake for these units shall be located away from areas producing the air pollution (i.e. toward the south).
- ▶ Require rerouting of nearby heavy-duty truck routes.
- ▶ Enforce illegal parking and/or idling of heavy-duty diesel trucks in the vicinity.

Mitigation Measure AQ-5 (revised to reflect City jurisdiction): The City shall review plans for new restaurants in neighborhoods with residences to ensure that these uses install kitchen exhaust vents in accordance with accepted engineering practice, and shall install exhaust filtration systems or other accepted methods of odor reduction.

3.6 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
IV. Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Napa Pipe EIR pages 4.4-63 through 4.4-76	No	No	Yes, impacts would be less than significant with application of adopted Mitigation Measures BIO-1, BIO-2, BIO-3(a), BIO-3(b), BIO-3(c), BIO-4(a), BIO-4(b), BIO-4(c), and BIO-4(d) and Avoidance/Minimization Measures During Construction
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Napa Pipe EIR pages 4.4-72 through 4.4-73	No	No	Yes, impacts remain less than significant with application of adopted Avoidance/Minimization Measures During Construction
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?	Napa Pipe EIR pages 4.4-73 through 4.4-76	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure BIO-5
d) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Napa Pipe EIR pages 4.4-76 through 4.4-78	No	No	Yes, impacts remain less than significant
e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Napa Pipe EIR page 4.4-78	No	No	Yes, impacts remain less than significant

3.6.1 Discussion

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

The Napa Pipe EIR concluded that the project would not affect any populations of special-status plant species because none were encountered within the project site or off-site improvement areas. However, the Napa Pipe EIR states that there is a possibility of one or more occurrences of Mason's lilaeopsis along the Napa River frontage. Similarly, there is also a remote possibility that several other special-status plant species could be dispersed by surface water along the river and establish new occurrences along the shoreline of the site. The approved project was not expected to result in modifications to the lower banks of the Napa River or shoreline. However, should new occurrences of special-status plant species become established prior to construction of the new pedestrian bridge included as part of the project, impacts were determined to be potentially significant. The Napa Pipe EIR identified Mitigation Measure BIO-1 to address the potential for take of special-status shoreline plant species and resource agency permit authorizations, and to ensure that the applicant provides evidence to the County that any required authorizations have been secured prior to issuance of a grading or building permit. Mitigation Measure BIO-2 was also identified to refine the *Avoidance/Minimization Measures During Construction* identified in the Biological Resources Assessment prepared for the previously approved project to include protection of Mason's lilaeopsis and other special-status plant species.

Additionally, the Napa Pipe EIR determined that, although the project could affect special-status species through the loss of bird nests or dispersion of fish species to the lower segment of the Asylum and Bedford Slough, implementation of the *Avoidance/Minimization Measures During Construction* in addition to EIR mitigation measures, would reduce impacts to less than significant. Specifically, the EIR identifies Mitigation Measure BIO-3(a), BIO-3(b), BIO-3(c), BIO-4(a), BIO-4(b), BIO-4(c), and BIO-4(d) to reduce impacts related to bird and fish species to less than significant.

A Biological Resources Review was prepared by Zander Associates in June 2018 to assess current project site conditions and review the applicability of previous biological resources mitigation measures included in the Napa Pipe EIR. The Biological Resources Review concluded that biological resources have not changed substantially from previous descriptions provided in the Napa Pipe EIR and Biological Resources Assessment (Zander Associates 2018). Since adoption of the EIR, California Fish and Game Commission determined that longfin smelt (known to occur within the segment of the Napa River adjacent to the project site) should be listed as threatened throughout its range in California. The longfin smelt would not be expected to move into the reaches of the drainages onsite, given the limited surface water and dense vegetation. Additionally, two additional status changes occurred since adoption of the Napa Pipe EIR: chum salmon are no longer considered a Species of Special Concern and the Delta Smelt are now listed as State Endangered instead of State Threatened. The Review states that these changes in status do not affect the conclusions made in the EIR with respect to project impacts on these species or the mitigation measures recommended. Therefore, the analysis presented in the Napa Pipe EIR remains sufficient because Mitigation Measures BIO-3 through BIO-4 would adequately cover impacts to these species.

The modified project would include the same level and nature of construction as the previously approved project and would occur within the same area. Through implementation of the Mitigation Measures BIO-1 and BIO-2, impacts to special-status plant species would be reduced to less than significant. No new significant or substantially more severe impacts would occur, and no additional mitigation would be required.

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

The Napa Pipe EIR determined that, because a sensitive natural community is not present at the project site, less-than-significant impacts would occur. Further, compliance with the *Avoidance/Minimization Measures During Construction* specified in the Biological Resources Assessment prepared for the EIR would generally serve to ensure that no significant impacts on wildlife habitat and movement corridors would occur due to the project.

The modified project would include the same type and intensity of construction and would occur within the same project area as the previously approved project. With implementation of the *Avoidance/Minimization Measures During Construction* identified in the Biological Resources Assessment prepared for the Napa Pipe EIR, impacts would remain less than significant. No new significant or substantially more severe impacts would occur.

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?

The Napa Pipe EIR states that direct modifications to jurisdictional wetlands would be avoided as part of the project, and where appropriate, measures would be taken to minimize potential indirect impacts. Indirect impacts to wetlands and aquatic habitat could result from the increased potential for erosion and water quality degradation associated with the project. However, implementation of adequate erosion control measures, and incorporation of the numerous storm water runoff treatment methods would serve to address potential indirect impacts on wetlands and water quality.

Project elements including the bridge crossing over Bedford Slough and possible pedestrian bridge crossing of Asylum Slough would be regulated activities. However, because authorizations are still required from jurisdictional agencies, the Napa Pipe EIR identifies this as a potentially significant impact and includes Mitigation Measure BIO-5. Implementation of BIO-5 ensures that functions and values of wetlands affected by the project would either be maintained or improved through compliance with agency permitting requirements.

The modified project would include the same type of construction as the previously approved project and would occur within the same area. There would be one wetland crossing of a vehicular bridge, rather than three. With implementation of the Mitigation Measure BIO-5, impacts to wetlands would be reduced to less than significant. No new significant or substantially more severe impacts would occur.

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

The Napa Pipe EIR concluded that the project would conform with the relevant policies in the Napa County General Plan and sections of the Napa County Zoning Code. Since approval of the Napa Pipe EIR, part of the project site has been annexed into the City of Napa. Project components of the modified project, in addition to the project area, would remain the same as they were discussed in the Napa Pipe EIR. Additionally, the project would be required to comply with relevant policies discussed in the City of Napa General Plan and the City of Napa Zoning Code. For example, Policy NR-1.7 and CON-24 of the City and County General Plans, respectively, provide measures to protect important and sensitive trees. Conformance with these policies and ordinances would ensure that impacts related to conflicts with local policies and ordinances remain less than significant.

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

The Napa Pipe EIR determined that the project would not conflict with any adopted habitat conservation plans because no habitat conservation plans have been prepared addressing the site and surrounding lands. Since the approval of the Napa Pipe EIR, no new habitat conservation plans have been prepared or adopted that apply in the area. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure BIO-1 (revised to reflect City jurisdiction): In the event that confirmation surveys identify any federally- or State listed plant species that have become established along shoreline areas proposed for bank work, the applicant shall obtain all necessary permits and/or authorizations from the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Services (USFWS) as required by federal and State law to for incidental take of those species. If California Native Plant Society 1B plants are found in the area of proposed disturbance and cannot be avoided, a salvage/relocation plan shall be developed and approved by CDFW prior to initiation of bridge construction and other improvements in marshland habitat. Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the City of Napa Planning Division prior to issuance of any grading or building permits for the project.

Mitigation Measure BIO-2: If project improvements affecting or adjacent to brackish marsh habitat are not initiated until after 2010, supplemental confirmation surveys shall be conducted to determine whether Mason's lilaeopsis, Delta tule pea, and other marsh associated special-status plant species have become established at the Bedford Slough bridge crossing and shoreline of the Napa River where the bridge over Asylum Slough is proposed. The surveys shall be conducted by a qualified botanist in the year prior to the anticipated start of construction, and shall be appropriately-timed to allow for detection of all species of concern (typically between April and November).

Mitigation Measure BIO-3(a): To avoid the potential for disturbance of nesting birds associated with marsh habitat on or near the site, schedule any construction activities that encroach within 300 feet of the brackish marsh, diagonal drainage, and Bedford Slough for the period of August 1 through February 28/29. If construction work cannot be scheduled during this period, a qualified biologist shall conduct preconstruction surveys for nesting birds in the wetland habitats. The surveys shall be conducted no later than 30 days prior to the start of work and shall focus on determining whether San Pablo song sparrow, saltmarsh common yellowthroat and/or tricolored blackbird are nesting in these areas. If these or other birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 150 to 250 feet from the nest site. Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.

Mitigation Measure BIO-3(b): Tree and brush removal on the remainder of the project site shall take place during the period of August 1 through February 28/29 to the maximum extent possible to avoid possible disturbance to nesting birds. If tree and brush removal cannot take place outside of this timeframe, a qualified biologist shall conduct pre-construction surveys for nesting birds in the trees and brush to be removed no later than 30 days prior to the start of work. If active nests of raptors or other birds protected under the Migratory Bird Treaty Act are located in trees or brush to be removed, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged and the nest is no longer active, as determined by a qualified biologist. The size of the buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance.

Mitigation Measure BIO-3(c): A qualified biologist shall conduct pre-construction surveys in the annual grassland and ruderal brushland habitats on the site to confirm that there are no burrowing owls or northern harriers nesting in these areas. The surveys shall be conducted no later than 30 days prior to the start of ground disturbing activities in these areas. If construction is initiated in these areas during the period of August 31 through January 31, then pre-construction surveys are not required. If active nests of either species are discovered in the proposed area of disturbance or within 300 feet of this area, the biologist shall consult with CDFW to determine the appropriate construction buffer. Once the biologist determines that the nests are no longer active, then construction activities can resume within the buffer area.

Mitigation Measure BIO-4(a) (revised to reflect City jurisdiction): In the event that work is required below the Ordinary High Water Mark in the Napa River, Asylum Slough or Bedford Slough, the applicant shall obtain all necessary authorizations from CDFW and the National Oceanic and Atmospheric Administration (NOAA) Fisheries as required

by federal and State law for potential harm to special-status fish species. Such authorization would be obtained as a result of interagency coordination through the U.S. Army Corps of Engineers (USACE) and/or Coast Guard permit(s) and the CDFW Streambed Alteration process (see Mitigation Measure BIO-5 below). Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the City of Napa Planning Division prior to issuance of any grading or building permits for the project.

Mitigation Measure BIO-4(b): To avoid potential impacts to Central California steelhead that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between January through April.

Mitigation Measure BIO-4(c): To avoid potential impacts to Delta smelt or Sacramento splittail that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between February through May. During the summer months, it is unlikely for these species to be in this area of the river due to increased salinity.

Mitigation Measure BIO-4(d): To avoid potential impacts to chum salmon that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between February through May.

Mitigation Measure BIO-5: The Avoidance/Minimization Measures During Construction called for in the Biological Resources Assessment along with the following additional measures shall be implemented.

- ▶ Where verified waters of the United States are present and cannot be avoided, authorization for modifications to these features shall be obtained from the USACE through the Section 404 permitting process. Similarly, a Section 401 Certification shall be obtained from the regional water quality control board (RWQCB) where waters of the United States are directly affected by the project. All conditions required as part of the authorizations by the USACE and RWQCB shall be implemented as part of the project.
- ▶ A CDFW Stream Bed Alteration Agreement shall also be required where proposed project activities would affect the bed or banks of Bedford Slough, Asylum Slough and other regulated drainages on the site. The applicant shall submit a notification form to the CDFW, shall obtain all legally-required agreements, and implement any conditions contained within that agreement.
- ▶ Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts (as discussed above under Mitigation Measures BIO-1 and BIO-6). The applicant shall obtain all legally required permits or other authorizations from the USFWS, NOAA Fisheries, and CDFW for the potential "take" of protected species under the Endangered Species Acts.
- ▶ Install orange construction fencing around the boundary of all wetland areas to be preserved so that they are not disturbed during construction. The fencing shall be placed a minimum of 25 feet out from the boundary of the wetland but may need to be adjusted if restoration activities are to be conducted within this area. Grading, trail construction and restoration work within the 50-foot wetland buffer zones shall be conducted in a way that avoids or minimizes disturbance of existing wetlands. In some cases (e.g. at the connection point of the new swale with the diagonal drainage), this may mean use of smaller equipment such as a Bobcat.
- ▶ A biologist/restoration specialist shall be available during construction to provide situation-specific wetland avoidance measures or planting recommendation, as needed.

In addition to the mitigation measures provided in the Napa Pipe EIR, Avoidance/Minimization Measures During Construction are also provided to reduce potential impacts to biological resources. It is noted that the measures are similar to, and in some cases duplicative of, the mitigation measures provided in the EIR.

- ▶ To avoid the potential for disturbance of nesting birds associated with marsh habitat on or near the site schedule any construction activities that encroach within 300 feet of the brackish marsh, diagonal drainage and Bedford Slough for the period of August 1 through February 28/29. If construction work cannot be scheduled during this period, have a qualified biologist conduct pre-construction surveys for nesting birds in the wetland habitats. The surveys should be conducted no later than 30 days prior to the start of work and should focus on determining whether San Pablo song sparrow, saltmarsh common yellowthroat and/or tricolored blackbird are nesting in these areas. If these or other birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers should be established to avoid disturbance of the nests until such time that the

young have fledged. The size of the nest buffer would be determined by the biologist in consultation with CDFW, and would be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 150 to 250 feet from the nest site. Nesting activities should be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.

- ▶ Tree and brush removal on the remainder of the project site should take place during the period of August 1 through February 28/29 to the maximum extent possible to avoid possible disturbance to nesting birds. If tree and brush removal cannot take place outside of this timeframe, a qualified biologist should conduct pre-construction surveys for nesting birds in the trees and brush to be removed no later than 30 days prior to the start of work. If active nests of raptors or other birds protected under the Migratory Bird Treaty Act are located in trees or brush to be removed, then appropriate construction buffers should be established to avoid disturbance of the nests until such time that the young have fledged and the nest is no longer active, as determined by a qualified biologist. The size of the buffer would be determined by the biologist in consultation with CDFW, and would be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance.
- ▶ Have a qualified biologist conduct pre-construction surveys in the annual grassland and ruderal brushland habitats on the site to confirm that there are no burrowing owls or northern harriers nesting in these areas. The surveys should be conducted no later than 30 days prior to the start of ground disturbing activities in these areas. If construction is initiated in these areas during the period of August 31 through January 31, then preconstruction surveys are not required. If active nests of either species are discovered in the proposed area of disturbance or within 300 feet of this area, the biologist will consult with CDFW to determine the appropriate construction buffer. Once the biologist determines that the nests are no longer active, then construction activities can resume within the buffer area.
- ▶ If after more detailed plans are developed, it is determined that the proposed pedestrian bridge over Asylum Slough has the potential to disturb the banks in the vicinity of the high water line, then a qualified botanist should conduct appropriately-timed surveys for Mason's lilaeopsis (typically between April and November). If plants are found in the area of disturbance, then avoidance measures should be considered and/or a salvage/relocation plan should be developed and approved by CDFW prior to initiation of bridge construction.
- ▶ Install orange construction fencing around the boundary of all wetland areas to be preserved so that they are not disturbed during construction. The fencing should be placed a minimum of 25 feet out from the boundary of the wetland but may need to be adjusted if restoration activities are to be conducted within this area. Conduct grading, trail construction and restoration work within the 50-foot wetland buffer zones to avoid or minimize disturbance of existing wetlands. In some cases (e.g. at the connection point of the new swale with the diagonal drainage), this may mean use of smaller equipment such as a Bobcat.
- ▶ Have a biologist/restoration specialist available during construction to provide situation-specific avoidance measures or planting recommendations, as needed.
- ▶ To avoid potential impacts to Central California steelhead that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough should not occur between January through April.
- ▶ To avoid potential impacts to Delta smelt or Sacramento splittail that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough should not occur between February through May. During the summer months, it is unlikely for these species to be in this area of the river due to increased salinity.
- ▶ To avoid potential impacts to chum salmon that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough should not occur between February through May.

3.7 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Napa Pipe EIR pages 4.11-20 through 4.11-22	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure CULT-1a and CULT-1b
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Napa Pipe EIR pages 4.11-22 through 4.11-23	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure CULT-2
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Napa Pipe EIR pages 4.11-23 through 4.11-24	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure CULT-3
d) Disturb any human remains, including those interred outside of formal cemeteries?	Napa Pipe EIR pages 4.11-24 through 4.11-25	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure CULT-4

3.7.1 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The Napa Pipe EIR determined that the project would result in significant impacts to historical resources because project implementation would demolish most of the structures associated with the Basalt Shipyard District, which is eligible for inclusion in the California Register. The Napa Pipe EIR identifies mitigation measures CULT-1a and CULT-1b to reduce impacts. Implementation of these measures would reduce any impacts to the historical significance of the Basalt Shipyard by preserving construction information, providing photographic record of the district and its contributors, and providing archival access to the public. In 2008, buildings and structures comprising the Basalt Shipyard District were recorded and evaluated for the project (NIC 2019). Because the project would result in

demolition of structures associated with the Basalt Shipyard and would result in permanent removal of an eligible district, impacts were determined to remain significant and unavoidable.

The modified project would include the same impacts within the same project boundaries as contemplated in the Napa Pipe EIR. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

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

The Napa Pipe EIR determined that ground disturbance resulting from project implementation could result in impacts to unknown archaeological materials. Damage to unknown resources is considered significant. The EIR identifies Mitigation Measure CULT-2, which would require archaeological monitoring (and subsequent protocol) during excavation of areas likely to contain archaeological materials. Implementation of CULT-2 was determined to reduce impacts to a less-than-significant level.

As previously described, the modified project would include the same type and intensity of construction as the previously approved project and would occur within the same project boundaries. In 2019, a letter report was prepared for the modified project to determine if past review of the project site is sufficient. As provided in the letter report, the entirety of the project area has been covered by pedestrian surveys conducted within the last 12 years. As a result of prior surveys, no archaeological deposits were identified within the project area. Further, based on results of prior surveys of the project area, in combination with the site's history of disturbance (i.e., industrial development, placement of artificial fill, remediation), additional surveys for the modified project is not warranted (NIC 2019). Implementation of Mitigation Measure CULT-2 from the Napa Pipe EIR is sufficient to ensure that modified project impacts to previously undiscovered archaeological resources remain less than significant. The findings of the Napa Pipe EIR remain valid, and no further analysis is required.

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

Though there are no known paleontological resources at the previously evaluated project site, the Napa Pipe EIR determined that ground disturbance resulting from project implementation could result in impacts to unknown paleontological materials. Destruction of unknown resources is considered significant. The EIR identifies mitigation measure CULT-3 which would require halting project construction and notifying a geologist to evaluate any encountered paleontological materials. With implementation of CULT-3, the Napa Pipe EIR determined the impacts to paleontological resources would be reduced to less than significant. The modified project would include the same level of development as the previously approved project and would be located within the same project area. Because the modified project could also result in the discovery of unknown paleontological resources through ground-disturbing activities, there is potential for unrecorded resources to be discovered. However, the modified project would also include implementation of CULT-3, which would reduce any impacts to less-than-significant levels. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

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

The Napa Pipe EIR determined that there is a remote possibility that human remains could be present within the site. Any disturbance of human remains would result in a significant impact. The EIR identifies mitigation measure CULT-4 which would require training site personnel on procedures for encountering remains, halting construction activity, notifying the coroner, and contacting the NAHC, if applicable. Implementation of CULT-4 was determined to reduce impacts to less-than-significant levels. The modified project would include the same level of development as the previously approved project and would be located within the same project area. Therefore, the modified project could also result in the disturbance of unknown human remains. The modified project would also include implementation of mitigation measures to reduce impacts related to the disturbance of human remains. The Napa Pipe EIR findings therefore remain valid, and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure CULT-1a: Prior to the demolition of buildings and structures comprising the district, the Basalt Shipyard shall be documented to the Historic American Buildings Survey documentation level III, as follows:

Documentation Level III

- ▶ 1. Drawings: sketch plan.
- ▶ 2. Photographs: photographs with large-format negatives of exterior and interior views.
- ▶ 3. Written data: architectural data form.

Documentation shall be completed by a qualified architectural historian and shall include large-format photography and historical documentation. These documents shall be provided to the Napa County Historical Society and to the Napa County Library, assuring that the public has access to the record of this historic resource.

Mitigation Measure CULT-1b: An interpretive display featuring the shipyard's history shall be incorporated into the project. This display shall be located in an area accessible to the public and shall provide information regarding the historical contributions of the Basalt Shipyard. The display will help to place the dry docks in context for the public.

Mitigation Measure CULT-2: Prior to any excavation on-site, an archaeologist should review excavation plans in areas identified as archaeologically/ geologically sensitive and should develop a monitoring plan based on depth of the excavation and data from boring logs. The plan shall include observation of ground disturbing activities (such as grading, trenching and boring) to be focused in areas that are most likely to contain buried resources (see Figure 4.11-1). The archaeologist shall limit on-site monitoring to only areas where depth of excavation and information from boring logs suggests that sensitive resources may be encountered.

In addition, project personnel shall be made aware of the types of materials that denote possible archaeological sites. If archaeological materials are discovered accidentally during the course of construction, all work within 50 feet of the find shall stop while an assessment of the find is made by an archaeologist who is called in. If needed, a treatment plan shall be developed that takes into account the nature and scope of the find. This could range in complexity from a relatively brief investigation of a scatter of lithic materials, to a far more extensive recovery of human remains.

Mitigation Measure CULT-3: If paleontological deposits are discovered, all work within 50 feet of the find shall stop until a geologist who is called in can determine its significance. Specific recommendations for the treatment of paleontological materials would depend on the nature of the discovery and could range from brief investigation of a limited deposit of invertebrate remains to more extensive exposure and removal of large vertebrate fossils.

Mitigation Measure CULT-4: Project personnel shall be briefed in the proper procedures to follow in the event that human remains are encountered during construction and an archaeologist is not on-site. If human remains are discovered by an archaeologist or by project personnel, all work shall stop within 50 feet of the find and the Napa County Coroner shall be notified. If it is determined that the remains are those of a prehistoric Native American, the Coroner shall notify the Native American Heritage Commission, which will identify the Most Likely Descendent to provide tribal recommendations regarding the disposition of the remains. To the extent feasible and reasonable, recommendations of the Most Likely Descendent shall be implemented.

3.8 GEOLOGY, SOILS, AND SEISMICITY

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
VII. Geology, Soils, and Seismicity.				
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 California Geological Survey Special Publication 42.)	Napa Pipe EIR Appendix A page 7	No	No	NA, no impact would occur
ii) Strong seismic ground shaking?	Napa Pipe EIR pages 4.9-17 through 4.9-19	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure GEO-1
iii) Seismic-related ground failure, including liquefaction?	Napa Pipe EIR pages 4.9-19 through 4.9-20	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure GEO-2
iv) Landslides?	Napa Pipe EIR Appendix A page 7	No	No	NA, no impact would occur
b) Result in substantial soil erosion or the loss of topsoil?	Napa Pipe EIR pages 4.9-23 through 4.9-24	No	No	NA, impact remains less than significant
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?	Napa Pipe EIR pages 4.9-20 through 4.9-22	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measures GEO-3 and GEO-4

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Napa Pipe EIR pages 4.9-22 through 4.9-23	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure GEO-5
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Napa Pipe EIR Appendix A page 7	No	No	NA, no impact would occur

3.8.1 Discussion

- 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 California Geological Survey Special Publication 42.)

As discussed in Appendix A: Notice of Preparation and Initial Study of the Napa Pipe EIR, the closest active fault to the project site is the West Napa fault, which is approximately 1,000 feet to the west. The Napa Pipe EIR concluded that no impact would occur, and no mitigation would be required.

As previously discussed, CEQA generally does not require an evaluation of environmental conditions on a project. As a result, the evaluation of seismic impacts on future residents brought to the area as a result of the project is not a topic that must be evaluated under CEQA. The evaluation provided here of impacts of seismicity on the project is for informational purposes because the topic was evaluated in the Napa Pipe EIR. The project's potential to exacerbate existing seismic hazards is discussed because it is within the purview of CEQA. The modified project would be in the same location as approved project. It, therefore, would not be any nearer to the West Napa Fault than the project as evaluated in the Napa Pipe EIR. Additionally, the project would not exacerbate existing seismic hazards. No new or substantially more severe impacts would occur.

ii) Strong seismic ground shaking?

The Napa Pipe EIR concluded that large earthquakes could generate strong to violent ground shaking at the site and could cause damage to buildings and infrastructure and threaten public safety. Even with construction standards required under the International Building Code and by Napa County, strong ground shaking could cause significant impacts. Mitigation Measure GEO-1 requires preparation of a geotechnical report and implementation of all design and construction criteria specified in the report prior to the construction of infrastructure, buildings, and bridges, which would reduce impacts to a less-than-significant level.

As previously discussed, CEQA generally does not require an evaluation of environmental conditions on a project. As a result, the evaluation of seismic impacts on future residents brought to the area as a result of the project is not a topic that must be evaluated under CEQA. The evaluation provided here is for informational purposes because the topic was evaluated in the Napa Pipe EIR. The project's potential to exacerbate existing seismic hazards is discussed because it is within the purview of CEQA. Since the approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. Thus, a portion of the modified project site would be subject to the City's municipal code Section 17.52.420, Seismic/landslide hazard areas, which requires soils investigation/geotechnical reports for all subdivisions within the West Napa Fault Zone, similar to that required in the Napa Pipe EIR. The portion of the project site that is within the County would adhere to the County's building

construction standards. Furthermore, the modified project would still implement Mitigation Measure GEO-1. Additionally, the project would not exacerbate existing seismic hazards. Therefore, no new or substantially more severe impacts would occur.

iii) Seismic-related ground failure, including liquefaction?

The Napa Pipe EIR concluded that the project facilities could be damaged by liquefaction. Mitigation Measure GEO-2 requires implementation of the recommendations specified in the applicant's geotechnical report, such as engineering and compaction of new fills, removal or improvement of potentially liquefiable or compressible soils, and the use of deep foundations. This would reduce impacts to a less-than-significant level.

As previously discussed, CEQA generally does not require an evaluation of environmental conditions on a project. As a result, the evaluation of seismic impacts on future residents brought to the area as a result of the project is not a topic that must be evaluated under CEQA. The evaluation provided here of impacts of seismicity on the project is for informational purposes because the topic was evaluated in the Napa Pipe EIR. The project's potential to exacerbate existing seismic hazards is discussed because it is within the purview of CEQA. Since the approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. Thus, the modified project within the City would be subject to the City's municipal code Section 17.52.420, Seismic/landslide hazard areas, which requires soils investigation/geotechnical reports for all subdivisions within the West Napa Fault Zone, similar to that required in the Napa Pipe EIR. The portion of the project site that is within the County would adhere to the County's building construction standards. Additionally, the project would not exacerbate existing seismic hazards. Furthermore, the modified project would still implement Mitigation Measure GEO-2. Therefore, no new or substantially more severe impacts would occur.

iv) Landslides?

As discussed in Appendix A: Notice of Preparation and Initial Study of the Napa Pipe EIR, the project site is essentially flat and would not expose people or structures to risk from such occurrences. The Napa Pipe EIR concluded that no impact would occur, and no mitigation would be required.

As previously discussed, CEQA generally does not require an evaluation of environmental conditions on a project. As a result, the evaluation of seismic impacts on future residents brought to the area as a result of the project is not a topic that must be evaluated under CEQA. The evaluation provided here of impacts of seismicity on the project is for informational purposes because the topic was evaluated in the Napa Pipe EIR. The project's potential to exacerbate existing seismic hazards is discussed because it is within the purview of CEQA. Since approval of the project by the County, the location of the project and the topography of the project area have not changed. Additionally, the project would not exacerbate existing seismic hazards. Therefore, no new or substantially more severe landslide impacts would occur.

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

The Napa Pipe EIR concluded that erosion impacts would be less than significant because of the requirement to prepare a stormwater pollution prevention plan prior to construction that addresses the potential for erosion at the site and because all storm drainage improvements would conform to the International Building Code and the County storm drainage ordinance.

Since the approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. Thus, the modified project within the City would be subject to the City's municipal code Section 16.36.040, Drainage, which requires stormwater runoff from subdivisions to be collected and conveyed by an approved storm drainage system and all improvements to be designed to meet the City of Napa Standard Specifications and Standard Plans. The portion of the project site that is within the County would adhere to the County storm drain ordinance. Therefore, no new or substantially more severe impacts would occur.

- 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?

The Napa Pipe EIR concluded that unstable soils, at risk of lateral spreading and settlement, are present on the project site and could result in significant impacts. Areas at risk of lateral spreading are not widespread but exist locally along the west side of the project site. The project would require the placement of up to 7 feet of additional fill which could undergo excessive settlement if not properly engineered. Mitigation Measure GEO-3 requires corrective measures such as the engineering and compaction of new fills, removal or densification of liquefiable soils, and use of relatively rigid foundations. Mitigation Measure GEO-4 specifies methods to rectify poorly compacted fills, such as implementing a surcharge program, supporting structures with deep foundations that include drilled or driven piles, and installing flexible connections for utilities. These mitigation measures would reduce impacts to a less-than-significant level.

The modified project includes a reduced development intensity than that contemplated in the Napa Pipe EIR and would, therefore, not subject more people to hazards related to expansive soils than the project evaluated in the Napa Pipe EIR. Nonetheless, the modified project would be required to implement Mitigation Measures GEO-3 and GEO-4, which would address unstable soil issues at the site. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

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

The Napa Pipe EIR concluded that the project site contains clay soils that are moderately expansive, which could cause damage to foundations and pavements. Mitigation Measure GEO-5 requires the project geotechnical engineer to make specific recommendations for mitigation of expansive soils under pavements and structures, based on testing of the in-site fill materials. The recommendations shall be submitted to the City and County as a part of building and/or paving plan submittal. This would reduce impacts to a less-than-significant level.

The modified project includes a reduced development intensity from that contemplated in the Napa Pipe EIR and would subject fewer people to hazards related to expansive soils. Furthermore, the modified project would be required to implement Mitigation Measure GEO-5, which would address expansive soil issues at the site. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

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

As discussed in Appendix A: Notice of Preparation and Initial Study of the Napa Pipe EIR, the project would be served by a wastewater treatment system and would not employ septic tanks or alternative waste disposal facilities. The Napa Pipe EIR concluded that no impact would occur, and no mitigation would be required.

The modified project would be served by the Napa Sanitation District (NSD) and would not include septic tanks or alternative waste water disposal systems. Therefore, no new or substantially more severe impacts would occur.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure GEO-1 (revised to reflect City jurisdiction): To lessen potential damage from strong or violent ground shaking, prior to the issuance of permits for the construction of infrastructure, buildings and bridges, the applicant's geotechnical engineer shall prepare and submit to the City for review geotechnical reports incorporating the specific mitigation of seismic hazards pursuant to State law, as detailed in the California Building Code, and as required by the City of Napa to ensure that structures and infrastructure can withstand ground accelerations expected from seismic activity. The improvement plans shall incorporate all design and construction criteria specified in the report(s). The geotechnical engineer shall sign the improvement plans and approve them as conforming to

their recommendations prior to parcel/final map approval. The project geotechnical engineer shall provide geotechnical observation during the construction, which will allow the geotechnical engineer to compare the actual with the anticipated soil conditions and to check that the contractor's work conforms to the geotechnical aspects of the plans and specifications. The geotechnical engineer of record will prepare letters and as-built documents, to be submitted to the City, to document their observances during construction and to document that the work performed is in accordance with the project plans and specifications.

Mitigation Measure GEO-2: To lessen potential damage from liquefaction, the recommendations for both special foundations and other geotechnical engineering measures specified in the applicant's geotechnical reports (prepared by T&R, dated January 23, 2007 and May 21, 2007) shall be implemented during design and construction. These measures include engineering and compaction of new fills, removal or improvement of potentially liquefiable soils and compressible soils, and use of deep foundations. Documentation of the methods used shall be provided in the required design-level geotechnical report(s).

Mitigation Measure GEO-3: Lateral spreading during potential future earthquakes shall be mitigated by correcting the liquefaction hazard to which it is related. Corrective measures, which shall be included in the required design-level geotechnical report(s), shall include:

- ▶ Engineering and compaction of new fills.
- ▶ Removal or densification of liquefiable soils.
- ▶ Use of relatively rigid foundations.

Mitigation Measure GEO-4: To avoid excessive settlement that could cause damage to foundations and pavements, poorly compacted fills shall be mitigated by excavation and/or additional compaction. Options to mitigate these effects include implementing a surcharge program, sup-porting structures with deep foundations that include drilled or driven piles and installing flexible connections for utilities. The geotechnical recommendations for mitigation of existing and proposed fills, and for settlement of native soils, that are contained in the applicant's geotechnical reports shall be implemented. These measures include removal and recompaction of pre-existing loose fills, and proper engineering and compaction of all new fills.

Mitigation Measure GEO-5 (revised to reflect City jurisdiction): As a part of final design, the project geotechnical engineer shall make specific recommendations to minimize or eliminate expansive soils under pavements and structures. Such measures for buildings may include use of appropriate foundations, by capping expansive soils with a layer of no-expansive fill, or by lime treatment. Such measures for pavements may include special pavement design and/or subexcavation of expansive soils. These recommendations shall be based on testing of the in-site fill materials. The recommendation measures shall be submitted to the City as a part of building and/or paving plan submittal prior to the issuance of building/construction permits.

3.9 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
VIII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Napa Pipe EIR pages 4.7-16 through 4.7-27 and 2014 Addendum pages 59 and 60	No	No	NA, impact remains significant and unavoidable

3.9.1 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

At the time the Napa Pipe EIR was prepared, there were no established thresholds of significance for greenhouse gases (GHGs). The Napa Pipe EIR concluded that the project generated construction and operational GHG emissions would account for 2.4 percent of the total 2020 countywide GHG emissions, which the EIR concluded was a significant and unavoidable impact. The Napa Pipe EIR lists the following project design features and mitigation measures that would reduce GHG emissions:

- ▶ LEED Gold for Neighborhood Development Certification (LEED-ND);
- ▶ Project Design Guidelines such as preservation and creation of open space and parks, infrastructure for use of recycled water for public landscape irrigation, transportation center where various public transportation modes intersect, mix of housing and jobs in the immediate area, pedestrian and bicycle linkages, and Energy Star® heating and cooling systems;
- ▶ Mitigation Measures TRA-1b through TRA-13, TRA-14, TRA-16, TRA-17 would reduce traffic congestion and VMT and encourage use of alternative modes of transportation;
- ▶ Mitigation Measures AQ-2 and AQ-3 would reduce GHG emissions from construction activities and would require improvements that encourage transit, bicycle use, and pedestrian activity;
- ▶ Mitigation Measure GHG-1a would require the applicant to construct and lease retail space to an on-site market that sells fresh food, reducing VMT for project site residents associated with travel to and from grocery stores;
- ▶ Mitigation Measure GHG1-b would require the applicant to market proposed housing units to members of the local workforce and local businesses to reduce commute distances;
- ▶ Mitigation Measure GHG-1c would require the applicant to incorporate additional measures from the California Attorney General's Office list of suggested measures for reducing global warming impacts.

Despite proposed project features aimed at reducing GHG emissions; implementation of the mitigation measures listed above; and regional, State and federal GHG emissions regulations, the Napa Pipe EIR concluded the project would contribute to countywide increases in GHG emissions and would result in a significant impact. In 2010, BAAQMD established a per capita greenhouse gas threshold of 4.6 metric tons of carbon dioxide equivalent in its 2010 BAAQMD Air Quality Guidelines. As discussed in the 2014 Addendum to the EIR, the Supplement to the Napa

Pipe EIR evaluated the project against the new GHG thresholds and concluded that the project would generate 4.6 metric tons of carbon dioxide equivalent per service population, which would meet BAAQMD's threshold. However, the Supplement to the Napa Pipe EIR concluded that emissions would still be considerable because the project would make it more difficult for the County to reduce its community wide emissions to 1990 levels by 2020, as suggested by the County General Plan and the California Assembly Bill 32 Scoping Plan. The Napa Pipe EIR and Supplement to the Napa Pipe EIR concluded that GHG impacts would be significant and unavoidable.

The modified project would have a reduced development intensity (fewer market-rate residential units) compared to the project analyzed in the Napa Pipe EIR. Thus, the modified project would result in less operational GHG emissions than the project as originally proposed. Regardless, the modified project would include measures that would reduce construction and operational GHGs including attaining LEED-ND Gold certification, adherence to project design guidelines, and implementation of the above-mentioned mitigation measures to reduce GHG emissions. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures TRA-1b through TRA-13, TRA-14, TRA-16, TRA-17: See Section 3.16, "Traffic and Transportation."

Mitigation Measures AQ-2 and AQ-3: See Section 3.5, "Air Quality."

Mitigation Measure GHG-1a: To lessen GHG emissions associated with the project, as part of phase one the applicant shall construct and lease retail space to an on-site market that also sells fresh, locally grown produce. The applicant shall provide for rental subsidies if needed to ensure long term tenancy of a market providing on-site access to fresh food, thereby reducing VMT for project site residents and from food distributors. Even with mitigation measures imposed, this impact remains significant and unavoidable.

Mitigation Measure GHG1-b (revised to reflect City jurisdiction): The applicant shall provide long term funding for marketing proposed housing units to members of the local workforce and shall market units to businesses in the project vicinity (for employee housing). Both marketing programs shall include a monitoring component to measure their effectiveness and shall be adjusted as needed to maximize the sale and lease of housing units to members of the local workforce for a period of time to be determined by the City and developer.

Mitigation Measure GHG-1c: As a means of reducing global warming related impacts of a project, the project applicant shall incorporate additional measures to reduce the project's contribution to the countywide GHG emissions associated with development assumed under the County's General Plan. Such measures shall include the following additional items from the California Attorney General's Office (2008) list of suggested measures for reducing global warming related impacts of a project:

Energy Efficiency

- ▶ Design buildings to meet LEED certification requirements applicable as of the project approval date.
- ▶ Install light colored "cool" roofs and cool pavements.
- ▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.
- ▶ Install light emitting diodes (LEDs) or other high efficiency lighting for traffic, street and other outdoor lighting.
- ▶ Limit the hours of operation or provide minimally acceptable light intensities for outdoor lighting.

Water Conservation and Efficiency

- ▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.
- ▶ Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces unless required to mitigate health and safety concerns. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.

Solid Waste Measures

- ▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- ▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings.
- ▶ Provide adequate recycling containers in public areas, including parks, school grounds, paseos, and pedestrian zones in areas of mixed-use development.

Transportation and Motor Vehicles

- ▶ Promote ride sharing programs at employment centers (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride share vehicles, and providing a web site or message board for coordinating ride sharing).
- ▶ At commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.
- ▶ At commercial land uses, limit idling time for commercial vehicles, including delivery and construction vehicles.
- ▶ Promote the use of alternative fuel vehicles and neighborhood electric vehicle programs through prioritized parking within new commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles.
- ▶ Provide shuttle service from mixed-use and employment areas to public transit.
- ▶ Provide information on all options for individuals and businesses to reduce transportation-related emissions, including education and information about public transportation.
- ▶ Provide bicycle parking near building entrances to promote cyclist safety, security and convenience.
- ▶ Provide secure bicycle storage at public garage parking facilities.
- ▶ Locate facilities and infrastructure in all land use types to encourage the use of low or zero emission vehicles (e.g. electric vehicle charging facilities and conveniently located alternative fueling stations).

Performance Standard

- ▶ Demonstrate that, by implementation of the measures set forth above, the project achieves a reduction of greenhouse gas emissions, as compared to "Business As Usual," consistent with the target stipulated in the County's Climate Change Action Plan as adopted by the BOS on or before approval of the project. Incorporate additional measures, such as the installation of solar power or other renewable energy systems, if necessary to ensure this target is achieved.

3.10 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Napa Pipe EIR pages 4.8-26 through 4.8-28	No	No	NA, impact remains less than significant
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	Napa Pipe EIR pages 4.8-28 through 4.8-31	No	No	Yes, impact remains less than significant, and Mitigation Measure HAZ-1 was implemented
c) Generate hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Napa Pipe EIR pages 4.8-31	No	No	NA, impact remains less than significant
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?	Napa Pipe EIR pages 4.8-32 through 4.8-34	No	No	Yes, impact remains less than significant, and Mitigation Measures HAZ-2 and HAZ-3 were implemented
e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Napa Pipe EIR Appendix A pages 8 and 9	No	No	NA, no impact would occur
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Napa Pipe EIR pages 4.8-35	No	No	NA, impact remains less than significant
g) 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 in the project area?	Napa Pipe EIR pages 4.8-36 and 4.8-37 and 2014 Addendum page 2	No	No	NA, impact remains less than significant

3.10.1 Discussion

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

The Napa Pipe EIR concluded that impacts regarding the routine transport, use, or disposal of hazardous materials would be less than significant because of the limited amount of hazardous materials that would be used or produced on-site, and existing regulations governing these types of materials.

The modified project includes a reduced development intensity than that evaluated in the Napa Pipe EIR, but would involve routine transport, use, and disposal of the same types of hazardous materials as analyzed in the Napa Pipe EIR. No new uses that would substantially increase the use or transportation of hazardous materials would occur. Therefore, no new or substantially more severe impacts would occur.

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

As discussed in the Napa Pipe EIR, the project may expose people to a significant risk related to the accidental release of hazardous materials during the environmental cleanup, construction, and operation phases of the project. Even with adherence to federal and State regulations regarding hazardous materials, accidental release may still occur during the cleanup and remediation phase and result in significant impacts. Mitigation Measure HAZ-1 requires the applicant to fully implement the provisions of the Remediation Action Plan (RAP) and Remedial Design and Implementation Plan (RDIP), which would reduce impacts to a less-than-significant level.

Since the approval of the project by the County, cleanup activities were conducted and completed at the site in accordance with Mitigation Measure HAZ-1, the RAP, and the RDIP. No further investigation or actions were warranted, and the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) concurred that cleanup goals had been met at each excavated area (Napa Redevelopment Partners, LLC 2019). The applicant filed a Remedial Action Completion Report and Request for Closure on February 8, 2019. Thus, the modified project no longer includes a cleanup and remediation phase and Mitigation Measure HAZ-1 is no longer applicable. The site also no longer contains the hazardous materials. Therefore, no new or substantially more severe impacts would occur, and no mitigation would be required.

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

The Napa Pipe EIR concluded that impacts regarding hazardous materials and existing or proposed schools would be less than significant because the closest existing school, the Napa Valley College, is located approximately 0.5 mile from the project site. Although the project includes construction of a day care facility, site remediation has been completed in accordance with all federal and state regulations and all provisions of the RAP and RDIP, consequently, the site has been cleaned up to levels that are compatible with residential development, including provision of daycare facilities within the project site.

Since approval of the project by the County, no new schools have been constructed within one-quarter mile of the project site. As described for criterion (b), cleanup activities were completed at the site in accordance with the RAP and RDIP. No further investigation or actions were warranted, and the SFBRWQCB concurred that cleanup goals had been met at each excavated area (Napa Redevelopment Partners, LLC. 2019). Therefore, no new or substantially more severe impacts would occur, and no mitigation would be required.

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

As discussed in the Napa Pipe EIR, the SFBRWQCB listed the project site as a leaking underground fuel tank site as well as a spill, leak, investigation, or cleanup site. Thus, the potential for encountering both known and previously undiscovered contaminants during excavation was considered a potentially significant impact. Mitigation Measures HAZ-2 and HAZ-3 require the applicant to carry out the provisions set forth in the RAP and RDIP, clean up the site to levels below the levels protective of human health and the environment agreed to by SFBRWQCB, and submit a report to SFBRWQCB following full implementation of the RAP. This would reduce impacts to a less-than-significant level.

Since the adoption of the previously approved project, cleanup activities were conducted at the site in accordance with Mitigation Measures HAZ-2 and HAZ-3, and the RAP and RDIP. No further investigation or actions were warranted, and SFBRWQCB concurred that cleanup goals had been met at each excavated area (Napa Redevelopment Partners, LLC 2019). The applicant filed a Remedial Action Completion Report and Request for Closure on February 8, 2019. A new record search of the State Water Resources Control Board GeoTracker database confirms these findings (SWRCB 2019). Thus, the modified project is no longer considered an active cleanup site where there is potential for encountering contaminants during excavation and Mitigation Measures HAZ-2 and HAZ-3 are no longer applicable. Therefore, no new or substantially more severe impacts would occur, and no mitigation would be required.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As discussed in Appendix A: Notice of Preparation and Initial Study of the Napa Pipe EIR, the Napa County General Plan and EIR identify the project site and the area in its immediate vicinity as having a low wildland fire risk. The project site and immediate vicinity have a low wildland fire risk due to the surrounding terrain and vegetation as well as project site's location adjacent to the Napa River and a developed industrial area. The Napa Pipe EIR concluded that no impact would occur, and no mitigation would be required.

The modified project is located at the same project site as previously analyzed in the Napa Pipe EIR, which is considered to have a low wildland fire risk. The California Department of Forestry and Fire Protection does not categorize the project site nor adjacent lands as very high fire hazard severity zones, per the most recently available maps (CAL FIRE 2008). Therefore, no new or substantially more severe impacts would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Napa Pipe EIR concluded that impacts regarding impairing or physically interfering with an adopted emergency response or evacuation plan would be less than significant considering the implementation of local policies and Section 4290 of the California Public Resources Code. Local policies include the County's *Napa Operational Area Hazard Mitigation Plan* and general plan policy SAF-20, which requires that all new development comply with established fire safety standards and that design plans be referred to the appropriate fire agency for comment. Section 4290 of the California Public Resources Code establishes regulations regarding project design, fire safety, and emergency access.

Since the approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site, and will annex the remainder of the site before acting on the applicant's request to modify the existing project approvals. Thus, the entire site will be in the City's jurisdiction at the time the project modifications are approved and the modified project within the City would be subject to the City's municipal code Section 16.36.080, Fire protection, which requires subdivisions to provide all necessary protective measures and facilities in accordance with the City's standard specification and the Board of Fire Underwriters, which would be as effective as protective measures required by the County. The portion of the project site that is within the County would adhere to the *County of Napa Emergency Operation Plan* (Napa County 2017) and Napa County General Plan Policy SAF-20. Therefore, no new or substantially more severe impacts would occur.

g) 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 in the project area?

The Napa Pipe EIR concluded that impacts regarding airport safety hazards would be less than significant because upon approval of the General Plan and Zoning Map amendments, the project would comply with the Napa County Airport Land Use Compatibility Plan (ALUCP).

In 2013, the General Plan and Zoning Map amendments proposed in 2009 were adopted by the County of Napa. Since the approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. As discussed in the 2014 Addendum to the EIR, the City and County executed a Memorandum of Understanding that established the terms and conditions under which the City could annex the property, including rezoning the Napa Pipe Property consistent with the County's zoning for the property. Thus, the modified project would comply with the Napa County ALUCP, which guides air transportation development while protecting public health and safety. No new or substantially more severe impacts would occur.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure HAZ-2: The applicant shall carry out the provisions set forth in the RAP and clean up the site to levels below the levels protective of human health and the environment agreed to by the RWQCB. Following full implementation, the applicant should prepare and submit a report to the San Francisco Bay RWQCB for review and approval. The report should document cleanup activities performed, quantities of soil reused on-site and disposed of off-site, facilities that received exported material, soil gas sample analytical results, and verification that the targeted cleanup levels have been achieved.

Mitigation Measure HAZ-3: To allow for the successful assessment and remediation of any previously unknown soil contaminants hazardous to the public and/or environment encountered during project construction, implement the protocols documented in the soil risk management plan portion of the RDIP in the event that such contaminants are encountered, and record in the deed records for the site a notice of the existence of the soil risk management protocols from the RDIP (including a full copy of those protocols) so that all owners of portions of the site have advanced notice of both the existence of the soil risk management plan and its terms and provisions.

3.11 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	Napa Pipe EIR pages 4.10-40 through 4.10-71	No	No	NA
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Napa Pipe EIR pages 4.10-71 through 4.10-74	No	No	Yes, impact remains less than significant
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Napa Pipe EIR pages 4.10-74 through 4.10-81	No	No	NA, impact remains less than significant
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Napa Pipe EIR pages 4.10-81 and 4.10-82	No	No	NA, impact remains less than significant
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Napa Pipe EIR pages 4.10-82 and 4.10-83	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure HYDRO-3
f) Otherwise substantially degrade water quality?	Napa Pipe EIR pages 4.10-84 through 4.10-92	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measures HYDRO-4 and HYDRO-5
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Napa Pipe EIR pages 4.10-92 through 4.10-95	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure HYDRO-6

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Napa Pipe EIR pages 4.10-95 and 4.10-96	No	No	NA, impact remains less than significant
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	Napa Pipe EIR pages 4.10-96 through 4.10-98	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measures HYDRO-7a and HYDRO-7b

3.11.1 Discussion

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

As discussed in the Napa Pipe EIR, wastewater service would be provided to the site by the NSD, which is required to comply with applicable water quality discharge standards. Thus, the Napa Pipe EIR concluded that impacts would be less than significant.

The modified project would not alter the provisioning of wastewater services or treatment of wastewater from that contemplated for the project as originally evaluated. Therefore, no new or substantially more severe impacts would occur, and no mitigation would be required.

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

The Napa Pipe EIR evaluated conjunctive use of on-site groundwater supplies and City-provided water. The Napa Pipe EIR concluded that the project is not expected to substantially deplete groundwater supplies. However, due to lack of historic monitoring and observational data to document the variability in aquifer characteristics over time, Mitigation Measure HYDRO-2 (Groundwater Monitoring and Mitigation Plan) would be required to confirm the assumptions in groundwater usage and to document water level response in the aquifer. This would reduce impacts to a less-than-significant level. The Napa Pipe EIR concluded that the water supply pipeline option would have no impacts to groundwater, and no mitigation was necessary.

The modified project's water needs would be served by the City of Napa, which does not pump groundwater for municipal water supply. Therefore, no new or substantially more severe impacts would occur, and no mitigation would be required.

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

As discussed in the Napa Pipe EIR, the project would result in lower stormwater discharge rates at existing outfalls and the majority of discharge would be directed to a new outfall within the concrete-lined dry dock. Thus, the Napa

Pipe EIR concluded that the impact on erosion or siltation due to changes in the drainage pattern would be less than significant.

The modified project includes a reduced development intensity than previously analyzed in the Napa Pipe EIR, and new and realigned streets that would involve changes to drainage infrastructure. However, since approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. Thus, the project activities within the City boundaries would be subject to the City's municipal code Section 8.36, Storm water quality control, and Section 16.36.040, Drainage, which specify storm water design standards and erosion minimization features required to ensure that the City of Napa Standard Specifications and Standard Plans are met. In addition, the project would continue to adhere to National Pollutant Discharge Elimination System (NPDES) permit regulations for Municipal Separate Storm Sewer Systems. Therefore, no new or substantially more severe impacts would occur.

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

As discussed in the Napa Pipe EIR, the project would shift site stormwater runoff from Bedford Slough to the dry dock on the Napa River. This shift in site stormwater runoff would reduce the potential for flooding on surrounding properties due to the presence of the restored South Wetlands area, including Horseshoe Bend immediately opposite the project site, which enhances flood conveyance. Thus, the Napa Pipe EIR concluded that impacts related to flooding on- or off-site would be less than significant.

The modified project includes a reduced development intensity than that contemplated in the Napa Pipe EIR, and new and realigned streets that would involve changes to drainage infrastructure. However, since approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. Thus, the portion of the modified project within the City would be subject to the City's municipal code Section 8.36, Storm water quality control, and Section 16.36.040, Drainage, which specify storm water design standards and provide for the protection of abutting and off-site properties that may be adversely affected by any increase in runoff. In addition, the project would continue to adhere to NPDES permit regulations for Municipal Separate Storm Sewer Systems. Therefore, no new or substantially more severe impacts would occur.

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

As discussed in the Napa Pipe EIR, detailed drainage plans were not available for the commercial and industrial phases of the project. Thus, it was conservatively assumed the rerouting of drainage in the project area would potentially exceed the capacity of existing or planned stormwater drainage systems, resulting in a potentially significant impact. Mitigation Measure HYDRO-3 would require the applicant to submit final drainage plans before the approval of grading plans and building permits. This would reduce impacts to a less-than-significant level.

Since approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site. Thus, the modified project would be subject to the City's municipal code Section 8.36, Storm water quality control, and Section 16.36.040, Drainage, which specify storm water design standards and runoff pollution controls. Approval of the Master Map also included storm drainage review. In addition, the project would continue to be required to adhere to NPDES permit regulations for Municipal Separate Storm Sewer Systems. The modified project would be required to implement Mitigation Measure HYDRO-3, which would require the applicant to submit final drainage plans before the approval of grading plans and building permits. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

f) Otherwise substantially degrade water quality?

The Napa Pipe EIR concluded that impacts to water quality would be potentially significant if appropriate measures are not taken to control pollutants and if improperly decommissioned wells allow poor-quality water to enter the underlying

Sonoma Volcanics aquifer. Mitigation Measure HYDRO-4 would require the applicant to prepare and submit an Erosion and Sediment Control Plan, Storm Water Pollution Prevention Plan, and Stormwater Runoff Management Plan prior to approval of grading permits and improvements plans for each project phase. Mitigation Measure HYDRO-5 would require the applicant to decommission wells consistent local standards and standards described in the State of California Bulletin 74-81. These measures would reduce impacts to a less-than-significant level.

The modified project would not alter the use or decommissioning of on-site wells compared to the project as analyzed in the Napa Pipe EIR and would be required to implement Mitigation Measures HYDRO-4 and HYDRO-5. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

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

The Napa Pipe EIR concluded that the project would place housing within a 100-year flood hazard area as currently mapped on federal flood hazard delineation maps. However, project plans include raising residential areas to an elevation that would make them eligible for removal from the regulatory flood plain. Mitigation Measure HYDRO-6 would require the applicant to submit a request for a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) to remove the elevated parcels from the special flood hazard area. After approval of the CLOMR and placement of fill to elevate the parcels, the applicant would be required to submit a request for a Letter of Map Revision. This would reduce impacts to a less-than-significant level.

The modified project would also involve elevating parcels above the floodplain and obtaining concurrence from FEMA, per Mitigation Measure HYDRO-6. Additionally, the modified project includes a reduced development intensity than that contemplated in the Napa Pipe EIR, placing fewer residences within a flood hazard area. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

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

As discussed in the Napa Pipe EIR, increases of up to 0.6 inches in flood elevations at the Maxwell Bridge on Imola Avenue would result due to the addition of on-site fill and the proposed floodgates to protect the railroad right-of-way from 100-year flood events. The Napa Pipe EIR concluded that this minimal increase would not have a substantial effect on river flow or flood levels, and therefore, impacts would be less than significant.

The modified project includes a reduced development intensity than what was previously analyzed in the Napa Pipe EIR and would not result in additional on-site fill or other changes that would impede or redirect flood flows. Therefore, no new or substantially more severe impacts would occur.

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

The Napa Pipe EIR concluded that the project would expose people to a potentially significant risk of loss, injury or death involving flooding in the low-lying central parkway, at-grade crossings, and the wetland/nature area due to backwater flooding from the Napa River at 100-year flood stage. Mitigation Measures HYDRO-7a and HYDRO-7b would require project proponents to construct floodgates at either end of the railroad right-of-way, as well as provide adequate public signage in the nature area and wetland warning park patrons of the potential flood hazard. This would reduce impacts to a less-than-significant level.

The modified project includes a reduced development intensity than what was previously analyzed in the Napa Pipe EIR and would place fewer people within a flood hazard area. The modified project would be required to implement Mitigation Measures HYDRO-7a and HYDRO-7b. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure HYDRO-3 (revised to reflect City jurisdiction): Before the approval of grading plans and building permits, the project applicant(s) for all project phases shall submit final drainage plans to the City demonstrating that off-site upstream runoff would be appropriately conveyed through the project site, and that project-related on-site runoff would be appropriately detained to reduce flooding impacts. The plans shall adhere to the guidelines and requirements set forth for drainage in the City of Napa Standard Specifications and Standard Plans document. Design of BMPs for flood control shall comply with all regulations and be approved by the City.

Mitigation Measure HYDRO-4 (revised to reflect City jurisdiction): Prior to approval of grading permits and improvement plans (for each project phase), the project applicant shall prepare and submit an Erosion and Sediment Control Plan (ESCP) for review and approval by the City. The ESCP shall include the locations and descriptions of control measures (BMPs), such as straw bale barriers, straw mulching, straw wattles, silt fencing, and temporary sediment ponds to be used at the project site to control and manage erosion and sediment, control and treat runoff, and promote infiltration of runoff from new impervious surfaces. The Applicant shall also submit a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the NPDES Construction General Permit and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the City prior to issuance of a grading permit. The SWPPP shall incorporate the ESCP and describe construction-phase housekeeping measures, such as spill prevention and cleanup measures, means of waste disposal, and best management practices training for on-site workers. The SWPPP shall incorporate the monitoring requirements and other provisions in the recently updated SWRCB General Permit for Construction Activities (approved September 2, 2009).

A Stormwater Runoff Management Plan (SRMP) shall also be prepared for review and approval by the City, as specified in the Bay Area Stormwater Management Agencies Association Post-Construction Manual or other most-recent City guidance. The SRMP shall include descriptions and designs of the post-construction BMPs to be implemented, such as bioswales, biofiltration features and stormwater retention basins, well as non-structural BMPs, such as street sweeping and covered waste disposal areas. The SRMP shall also prescribe monitoring and maintenance practices for the BMPs to maintain treatment effectiveness. Where applicable, these BMPs shall be designed based on specific criteria from recognized BMP design guidance manuals, such as the California BMP Handbooks (available at www.napastormwater.org).

Mitigation Measure HYDRO-5 (revised to reflect City jurisdiction): Prior to beginning of construction of the project, the applicant shall abandon all existing wells on the project site that are not planned for water supply or groundwater monitoring consistent with the standards described in State of California Bulletin 74-81 (Water Well Standards).

Mitigation Measure HYDRO-6: Prior to approval of the final grading plan, the project shall submit a request for a Conditional Letter of Map Revision (CLOMR) for review and action by FEMA and/or their designated representative in order to remove the elevated parcels from the SFHA. With the approved CLOMR and placement of fill as described, the project shall submit a request for a Letter of Map Revision (LOMR).

Mitigation Measure HYDRO-7a (revised to reflect City jurisdiction): The project proponents shall construct floodgates at either end of the railroad ROW as described in the PWA memorandum. Operation and maintenance of the floodgates shall be established in an agreement authorized and approved by the City of Napa Development Engineering Division (Floodplain Management Program) and shall be the responsibility of the Home Owners Association (HOA) or such other responsible legal entity as determined in agreement with the City of Napa.

Mitigation Measure HYDRO-7b: While the floodgates will provide protection for the area between them, the wetland area to the south and the adjacent park areas would remain vulnerable to potential flooding, as would the northwest park area of the project site. The project proponents shall provide adequate public signage in the nature area and wetland, and northwest park warning park patrons of the potential flood hazard.

3.12 LAND USE AND PUBLIC POLICY

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
XI. Land Use and Public Policy.				
Would the project:				
a) Physically divide an established community?	Napa Pipe EIR pages 4.1-21 through 4.1-22	No	No	NA, impacts remain less than significant
b) Cause a conflict between land uses on the project site and the surrounding area?	Napa Pipe EIR pages 4.1-22 through 4.1-26	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure LU-1, which includes NOISE-1 and AQ-4
c) Cause a conflict with applicable land use plans, policies, or regulations?	Napa Pipe EIR pages 4.1-26 through 4.1-37	No	No	NA, impacts remain less than significant

3.12.1 Discussion

a) Physically divide an established community?

The Napa Pipe EIR concluded that impacts related to the physical division of an established community would be less than significant because no existing residential communities exist within the project vicinity. There are no new residential developments located within the project vicinity and the modified project would therefore not result in the physical division of an established community. The findings of the Napa Pipe EIR remain valid, and no further analysis is required.

b) Cause a conflict between land uses on the project site and in the surrounding area?

The Napa Pipe EIR evaluated potential conflicts with land uses within and surrounding the project site with the surrounding area. The Napa Pipe EIR concluded that conflicts could occur within the project site through the project's contribution to increased pedestrians, bicyclists, and motorists that would cross the Union Pacific Railroad (UPRR) line in addition to new populations that would experience rail noise and vibration. Components of the previously approved project included a reduction in the number of railroad crossings of UPRR tracks on-site from the five existing, private, unprotected at-grade crossings to three new private, protected at-grade crossings. Additionally, the previously approved project would be designed to prevent unauthorized crossings of the railroad right-of-way (such as using fencing). These proposed improvements would address safety concerns associated with rail crossings by ensuring that future residents, employees and visitors of the site are protected in accordance with applicable safety standards. In regard to noise and vibration concerns, the Napa Pipe EIR identified measures (further described in Section 3.13, Noise) to mitigate excessive vibration exposure and further described that freight-railroad noise generation would continue to be audible but would be consistent with existing noise levels currently at the site.

The Napa Pipe EIR determined that potential land use conflicts between the site and surrounding uses could occur if new residents resulting from project implementation would be affected by existing industrial land uses on adjacent and nearby parcels. The Napa Pipe EIR stated that the project would include site planning techniques, landscaping buffers, and design features to reduce the potential for conflicts between existing adjacent and proposed uses. Regardless, the Napa Pipe EIR determined that on-site uses would be potentially incompatible with nearby industrial uses due to adverse noise and air quality conditions resulting from the UPRR and proximity to the nearby quarry.

The Napa Pipe EIR indicated that implementation of Mitigation Measures NOISE-1 and AQ-4 would reduce potentially significant impacts related to conflicts involving the project and surrounding land uses. Implementation of Mitigation Measure NOISE-1 (further described in Section 3.13, "Noise,") would reduce noise levels to acceptable levels, thereby eliminating conflicts from siting residential units near vehicular and industrial land. Implementation of Mitigation Measure AQ-4 would prevent the transport of dust and other pollutants to the project site, thereby eliminating conflicts from siting residential units near industrial land uses.

The modified project would include the same land uses described in the Napa Pipe EIR and proposed by the approved project and would be sited within the same project boundary, although a portion of the residential uses would be moved from the Western Parcel to the Eastern Parcel; surrounding land uses have not changed since evaluation of the original project in the Napa Pipe EIR or the prior approval of the project. With implementation of the identified mitigation measures, above, impacts related to conflicts between the project site and surrounding uses would be reduced to less than significant. No new significant or substantially more severe impacts would occur.

c) Cause a conflict with applicable land use plans, policies, or regulations?

The Napa Pipe EIR evaluated a proposed General Plan amendment for the project. Approval of the General Plan amendment, in addition to zoning text and map changes, would ensure project compatibility with existing zoning standards, plans, and policies. The Napa Pipe EIR, therefore, concluded that impacts related to conflicts with existing plans, policies, and regulations would be less than significant. The modified project would include the same land uses as the previously approved project and the General Plan amendment proposed in 2009 has since been adopted by the County of Napa. Furthermore, As discussed in the 2014 Addendum to the EIR, the City and County executed a Memorandum of Understanding that established the terms and conditions under which the City could annex the property, including rezoning the Napa Pipe property consistent with the County's zoning for the property. The modifications to the project currently under consideration by the City of Napa (General Plan and zoning amendments) would also ensure there would be no conflict. Therefore, the findings of the Napa Pipe EIR remain valid and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure LU-1: See Mitigation Measures NOISE-1 and AQ-4.

3.13 NOISE

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
XIII. Noise.				
Would the project result in:				
a) Exposure of people to or generation of noise levels in excess of established standards?	Napa Pipe EIR pages 4.5-23 through 4.5-26	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure NOISE-1
b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	Napa Pipe EIR pages 4.5-26 and 4.5-27	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure NOISE-2
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Napa Pipe EIR pages 4.5-27 and 4.5-28	No	No	NA, impact remains less than significant
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Napa Pipe EIR pages 4.5-28 and 4.5-29	No	No	NA, impact remains less than significant
e) Exposure of people residing or working in the project area to excessive aircraft noise levels?	Napa Pipe EIR pages 4.5-29 and 4.5-30	No	No	NA, impact remains less than significant

3.13.1 Discussion

a) Exposure of people to or generation of noise levels in excess of established standards?

As discussed in the Napa Pipe EIR, the project would include residential units in an area where noise levels would exceed the Napa County Noise and Land Use Compatibility Standards resulting from transportation noise or the Napa County Noise Ordinance limits resulting from industrial noise. Mitigation Measure NOISE-1 would require the use of sound-rated building construction to achieve acceptable indoor noise levels (45 A-weighted decibels [dBA] day-night noise levels [L_{dn}]). Mitigation Measure NOISE-1 also requires that residential outdoor areas be shielded from traffic and industrial noise using other buildings or noise barriers. This would reduce impacts to a less-than-significant level.

Since approval of the project by the County, the City of Napa has annexed approximately 111 acres of the project site and will annex the remainder of the site prior to City approval of the modified project. Thus, the modified project would be subject to the City's municipal code Section 8.08, Noise control regulations, and Section 17.52.310, Noise standards, which specify noise control regulations for commercial and construction activity as well as acceptable exterior noise levels. The modified project would be required to implement Mitigation Measure NOISE-1 to achieve

an interior noise standard of 45 dBA L_{dn} or less. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

b) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

The Napa Pipe EIR concluded that project proposes residential units in an area where vibration levels may exceed the Federal Transit Administration's vibration impact criteria of 80 velocity decibels resulting from the movement of onsite freight trains. Mitigation Measure NOISE-2 would require placement of residential uses more than 100 feet from the railroad tracks, or that railroad vibration levels be below the threshold, as confirmed by expert analysis, during the detailed design phase of the project. This would reduce impacts to a less-than-significant level.

The modified project would not place residential closer than 100 feet to railroad tracks as analyzed in the Napa Pipe EIR and would be required to implement Mitigation Measure NOISE-1. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

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

The Napa Pipe EIR concluded that the increase in traffic noise levels attributable to the project would be 0 to 1 dBA L_{dn} , which is below the threshold of human perception. The Napa Pipe EIR also concluded that, although new land uses on the project site would generate noise, there are no existing sensitive receptors that could be adversely affected. Impacts would be less than significant.

The modified project would have a reduced development intensity (fewer market-rate residential units) compared to the previously analyzed project, resulting in lower traffic noise levels than those analyzed in the Napa Pipe EIR and the same noise levels as are anticipated from the approved project. Therefore, no new or substantially more severe impacts would occur.

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

As discussed in the Napa Pipe EIR, the project site is currently located within a former industrial area where sensitive receptors are not present. As residential construction moves forward and residents occupy the area, there is the potential for intra-project site effects resulting from ongoing construction necessary to complete the project. The Napa Pipe EIR concluded that project compliance with the Napa County Noise ordinance would prevent temporary conflicts with noise sensitive land uses. The Napa County Noise ordinance specifies noise limits for construction activities and limits construction to within the hours of 7:00 a.m. and 7:00 p.m., which prevents temporary conflicts with noise sensitive land uses by avoiding noise sensitive hours, when sleep normally occurs. Thus, impacts related to substantial temporary or periodic noise increases would be less than significant.

Since the adoption of the previously approved project, the City of Napa has annexed approximately 111 acres of the project site and will annex the remainder of the site prior to City approval of the modified project. Thus, the modified project would be subject to the City's municipal code Section 8.08.025, Noise—Construction activity, which also limits construction activities to 7:00 am to 7:00 pm, Monday through Friday, similar to the County's construction noise regulations. Therefore, no new or substantially more severe impacts would occur.

e) Exposure of people residing or working in the project area to excessive aircraft noise levels?

As discussed in the Napa Pipe EIR, the project site is outside of the Napa Airport's 55 dBA community noise equivalent level contour line. Furthermore, residential development, where housing units are deemed incompatible would be excluded from the portion of the site within ALUCP's Zone D. Thus, the Napa Pipe EIR concluded that impacts related to aircraft noise exposure would be less than significant.

The modified project would not alter the location of residences or proximity to the Napa Airport compared to the project as originally proposed, except to expand the possible locations for a continuing care retirement community (CCRC) facility use on the Property, and to allow a possible CCRC use, as described in the Development Agreement, to be located on a parcel adjacent to the proposed hotel (if not located elsewhere on the Project Site). The Project proposes to amend or waive the prohibition on residential use in Area D, solely as it applies to such CCRC use at this location in Area D, subject to subsequent review and approval based upon the developer of any such CCRC providing project specific information and incorporation of acceptable noise mitigation measures. Based on the foregoing, no new or substantially more severe impacts would occur.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure NOISE-1: In accordance with 2010 California Building Code (Chapter 12, Appendix Section 1207.11.2), sound-rated building construction shall be used to achieve acceptable indoor noise levels (45 dBA L_{dn}) in residential units along the east and north perimeters of the site. Building sound insulation treatments include, but are not limited to sound retard-ant windows and doors, resilient wall constructions, heavy siding and roofing materials (e.g. stucco, Hardi-plank), ventilation silencers, and gasketing. The specification of these treatments shall be developed during the architectural design of the buildings. All residential units in the project shall require mechanical ventilation to allow for air circulation while windows are closed for noise control. Through application of the design guidelines, residential outdoor use areas shall be shielded from traffic and industrial noise by locating buildings between these sources and the outdoor areas. Noise barriers would be utilized where additional shielding is required to achieve compatible noise levels in order to meet the requirements set forth in the Napa County Noise Ordinance, Section 8.16.070, Exterior Noise Limits.

Mitigation Measure NOISE-2: Locate proposed residential land uses no closer than 100 feet from the railroad tracks or require that railroad train vibration levels be confirmed by an analysis conducted by an expert in rail vibration during the detailed design phase of the project. Vibration levels shall not exceed the screening level threshold of 80 VdB or the detailed vibration impact criteria of 78 VdB during the day or 72 VdB at night at the proposed setback of residential units adjoining the tracks. The noise expert would recommend design level measures to mitigate any excessive vibration levels. Residential buildings shall not be constructed within 100 feet of active railroad tracks unless design measures that mitigate excessive vibration to levels below FTA impact thresholds are included in the project.

3.14 POPULATION, EMPLOYMENT, AND HOUSING

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
XIV. Population, Employment, and Housing.				
Would the project:				
a) Induce substantial growth or concentration of population in an area either directly or indirectly?	Napa Pipe EIR pages 4.2-13 through 4.2-17	No	No	NA, impact remains significant and unavoidable
b) Displace substantial numbers of existing housing units?	Napa Pipe EIR page 4.2-17	No	No	NA, remains no impact
c) Displace substantial numbers of people?	Napa Pipe EIR page 4.2-17	No	No	NA, remains no impact
d) Substantially alter the ratio or "balance" between housing and employment in the unincorporated area?	Napa Pipe EIR pages 4.2-18 through 4.2-21	No	No	NA, remains no impact

3.14.1 Discussion

a) Induce substantial growth or concentration of population in an area either directly or indirectly?

The Napa Pipe EIR concluded that the project, which included approximately 2,580 residential units, would exceed the number of units allowed by the County's Growth Management System and would result in development in excess of County and regional projections. The EIR identifies Mitigation Measure PEH-1, which states that housing development in excess of 202 multifamily dwelling units permitted "by right" pursuant to the County's Housing Element shall be subject to negotiation and approval of a development agreement which shall include a phased development plan ensuring that impacts and infrastructure needs are addressed in advance of each phase, and that the project makes a substantial contribution to the County's state-mandated housing needs for multiple housing cycles. However, because the project would result in residential development in excess of regional and County projections, impacts related to substantial growth or concentration of population would remain significant and unavoidable.

The Napa Pipe EIR contemplated a population increase of 5,901 persons; the County approved the project with only 945 units to reduce project density. The modified project would be consistent with the approved project and would include 945 residential units. This is substantially less than the 2,580 residential units evaluated in the certified Napa Pipe EIR. Additionally, since approval of the project, the City of Napa has annexed a portion of the project site and will annex the remainder of the site prior to approval of the project modifications. Thus, the modified project would be subject to the City's population and growth projections. While the project would be within the City's local and regional growth assumptions, it would contribute a significant portion of assumed population growth. However, exceedance of population growth has already been identified in the Napa Pipe EIR and the modified project would not result in any new or more severe significant population growth impacts beyond those previously addressed in the Napa Pipe EIR. The findings of the Napa Pipe EIR remain valid, and no further analysis is required.

b) Displace substantial numbers of existing housing units?

The Napa Pipe EIR determined that no impact would occur related to the displacement of existing housing units because the project site does not currently include residential uses. There are still no houses on the project site; therefore, implementation of the modified project still would not result in the displacement of existing housing. The findings of the Napa Pipe EIR remain valid, and no further analysis is required.

c) Displace substantial numbers of people?

The Napa Pipe EIR determined that the project would not result in the displacement of people because it would not displace housing. Conditions of the project have not changed; therefore, implementation of the modified project would not result in the displacement of existing housing. The findings of the Napa Pipe EIR remain valid and no further analysis is required.

d) Substantially alter the ratio or “balance” between housing and employment in the unincorporated area?

The Napa Pipe EIR determined that the project would result in a beneficial impact related to the jobs/housing balance because the project would include both housing development and the creation of new jobs through retail and light industrial and office space. As detailed in the City of Napa’s 2014 Addendum to the project, project implementation would include development of 945 housing units and is expected to generate 966 jobs. The modified project would still include construction of housing, retail, and light industrial and office space as identified for the previously approved project. The modified project would allow for a job-to-housing balance within the surrounding community. Therefore, the findings of the EIR remain valid and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

No mitigation measures are required.

3.15 PUBLIC SERVICES AND RECREATION

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
XV. Public Services and Recreation.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Law enforcement?	Napa Pipe EIR pages 4.12-27 through 4.12-29	No	No	Yes, impacts remain less than significant with application of adopted Mitigation Measure PS-1
Fire?	Napa Pipe EIR pages 4.12-29 through 4.12-32	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure PS-2
Emergency medical response?	Napa Pipe EIR page 4.12-32	No	No	NA, impact remains less than significant
Schools?	Napa Pipe EIR pages 4.12-32 through 4.12-27	No	No	NA, impact remains less than significant
Library?	Napa Pipe EIR pages 4.12-38 through 4.12-39	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure PS-3
Parks and recreation?	Napa Pipe EIR pages 4.12-39 through 4.12-42	No	No	NA, impact remains less than significant

3.15.1 Discussion

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

Law enforcement?

The Napa Pipe EIR determined that project impacts to existing law enforcement would result in a significant impact because project implementation would place personnel and equipment demands on the Napa County Sheriff Department for which adequate funding has not been identified, and could also place unanticipated demands on the Napa City Police Department as a result of existing mutual aid agreements. The Napa Pipe EIR provides Mitigation Measures PS-1 and PS-2 to ensure that the project would be self-sufficient through establishing a community facilities district within the project site and/or determine a financing method to fund ongoing police services at the project site. Additionally, Mitigation Measure PS-2 would include renegotiating the terms of the mutual aid agreement with the City of Napa. Through implementation of these measures, the Napa Pipe EIR determined that less-than-significant impacts would occur because the project would be made self-sufficient and would allow for adequate long-term funding for the expansion of policing services.

Since the adoption of the previously approved project, the City of Napa has annexed a portion of the project site and will annex the remainder of the site prior to approval of the project modifications. Thus, the modified project would be served by the City of Napa Police Department in combination with mutual aid from the County. Demands on the City of Napa Police Department could increase as the project is developed. The Napa Pipe EIR contemplated 2,580 residential units and was approved for 945 units to reduce project density. The modified project would be consistent with the approved project and would also include 945 residential units. This is substantially less than the previously evaluated 2,580 units. Thus, the resulting population decrease would lead to a corresponding reduction in demand for police services from the City compared to the demand analyzed in the Napa Pipe EIR. Therefore, the modified project would implement Mitigation Measures PS-1 and PS-2, as provided in the Napa Pipe EIR. Because the modified project would incorporate previously identified mitigation measures and would include reduced residents and dwelling units than what was evaluated in the Napa Pipe EIR, impacts would remain less than significant with mitigation. The findings of the Napa Pipe EIR remain valid, and no further analysis is required.

Fire?

The Napa Pipe EIR determined that impacts to fire protection services would be significant because there would not be sufficient fire personnel and equipment to support the project. The Napa Pipe EIR provides Mitigation Measure PS-2 to ensure that the project would be self-sufficient through establishing a community facilities district within the project site and/or determine a financing method to fund ongoing police services at the project site. Additionally, Mitigation Measure PS-2 would include renegotiating the terms of the mutual aid agreement with the City of Napa Fire Department. Through implementation of these measures, the Napa Pipe EIR determined that less-than-significant impacts would occur because the project would be made self-sufficient and would allow for adequate, long-term funding for the expansion of fire protection services.

Since the adoption of the previously approved project, the City of Napa has annexed a portion of the project site and will annex the remainder of the site prior to approval of the project modifications. Thus, the modified project would be served by the City of Napa Fire Department in combination with mutual aid from the County. The Napa Pipe EIR contemplated 2,580 residential units and was approved for 945 units to reduce project density. The modified project would be consistent with the approved project and would also include 945 residential units. This is substantially less than the previously evaluated 2,580 units. Therefore, the modified project would implement Mitigation Measure PS-2, as provided in the Napa Pipe EIR. Because the modified project would incorporate previously identified mitigation measures and would include reduced residents and dwelling units than what was evaluated in the Napa Pipe EIR,

impacts would remain less than significant with mitigation. The findings of the Napa Pipe EIR remain valid, and no further analysis is required.

Emergency medical response?

The Napa Pipe EIR determined that impacts related to emergency medical response would be less-than-significant because contracted response services collect individual customer fees and are utilized at a 1:15,000 customer ratio. As previously described, the Napa Pipe EIR contemplated 2,580 residential units and was approved for 945 units to reduce project density. The modified project would be consistent with the approved project and would also include 945 residential units. The modified project would, therefore, result in less residents than originally contemplated in the Napa Pipe EIR. Existing services would be sufficient in serving the modified project. Therefore, the findings of the Napa Pipe EIR remain valid and no further analysis is required.

Schools?

The Napa Pipe EIR determined that impacts related to schools would be less-than-significant because the project applicant would be required to provide school impact fees to the Napa Valley Unified School District (NVUSD). The modified project would include the same level of development as the previously approved project and would also be required to provide school impact fees to the NVUSD. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

Library?

The Napa Pipe EIR determined that due to the population increases associated with the project, there would be a strain on existing library services in the project area. The EIR identified Mitigation Measure PS-3 to establish a Napa Pipe Community Facilities District or alternative financing structure, if necessary, to supplement expected property tax revenues and fund increased library services needed to serve Napa Pipe residents. Implementation of this measure would ensure long-term funding availability for library services and reduce impacts to less than significant. The modified project does not substantially differ from the previously approved project and includes the same level of development with modified site distribution. The modified project would, therefore, be consistent with the findings of the Napa Pipe EIR, and no further analysis is required.

Parks and Recreation?

The Napa Pipe EIR determined that impacts to parks and recreation facilities would be less than significant due to the provision of open space and park amenities provided within the project site. Additionally, recreational funding would be obtained through residential payment for recreational programs offered by the City of Napa. As previously described, the modified project does not substantially differ from the approved project and would still include open space and park amenities within the project area. Therefore, the findings of the EIR remain valid, and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure PS-1 (revised to reflect City jurisdiction): In order to ensure adequate law enforcement staff and equipment, the City and the applicant shall complete the following based on an updated fiscal analysis at the time of project approval:

- ▶ The City shall establish a Napa Pipe Community Facilities District (CFD) or use an alternative financing method if necessary to supplement expected property tax revenues and fund ongoing costs associated with law enforcement services at the Napa Pipe site. The City shall also require the applicant to provide an adequate level of interim financing for law enforcement services between project approval and when funding becomes available from the CFD (or other method) and property taxes.

- ▶ The City of Napa law enforcement personnel shall consult with the County of Napa as provided for by General Plan Policy SAF-34, and shall seek to renegotiate the terms the automatic Mutual Aid Agreement between NCPD and NCSD to address concerns of each agency regarding potential increases in service calls.

Mitigation Measure PS-2 (revised to reflect City jurisdiction): In order to ensure adequate staff and equipment for fire services, the City and the applicant shall complete the following based on an updated fiscal analysis at the time of project approval:

- ▶ The City shall establish a Napa Pipe CFD or use an alternative financing method if necessary to supplement expected property tax revenues and fund increased fire protection services provided by the NCFD at the Napa Pipe site. The City shall also require the applicant to provide an adequate level of interim financing for law enforcement services between project approval and when funding becomes available from the CFD (or other method) and property taxes.
- ▶ The City of Napa shall seek to renegotiate with the County the terms of the automatic Mutual Aid Agreement between NCFD and the City of Napa Fire Department to address concerns of each agency regarding increases in service calls.

Mitigation Measure PS-4 (revised to reflect City jurisdiction): In order to ensure that adequate library services are provided, the City and the applicant shall complete the following based on an updated fiscal analysis at the time of project approval:

- ▶ The City shall establish a Napa Pipe CFD or alternative financing structure if necessary to supplement expected property tax revenues and fund increased library services needed to serve Napa Pipe residents. The City shall also require the applicant to provide an adequate level of interim financing, if necessary, between project approval and when funding becomes available from the CFD (or other method) and property taxes.

3.16 TRAFFIC AND TRANSPORTATION

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
XVII. Traffic and Transportation.				
Would the project:				
a) Degrade LOS at signalized or unsignalized intersections to an unacceptable level?	Napa Pipe EIR pages 4.3-44 and 4.3-64	No	No	NA, impact remains significant and unavoidable
b) Conflict or be inconsistent with bicycle circulation goals?	Napa Pipe EIR pages 4.3-64 and 4.3-65	No	No	NA, impact remains less than significant
c) Conflict or be inconsistent with pedestrian circulation goals?	Napa Pipe EIR pages 4.3-65 and 4.3-66	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure TRA-16
d) Be inconsistent with transit network goals or adversely affect transit operations	Napa Pipe EIR pages 4.3-66 through 4.3-69	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure TRA-17
e) Result in site access and circulation that is inadequate in capacity or design?	Napa Pipe EIR pages 4.3-69 and 4.3-70	No	No	NA, impact remains less than significant
f) Have inadequate parking?	Napa Pipe EIR pages 4.3-70 through 4.3-77	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure TRA-18
g) Involve construction impacts to pavement conditions or vehicle, pedestrian, or bicycle circulation?	Napa Pipe EIR pages 4.3-62 and 4.3-63	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measures TRA-14 and TRA-15

3.16.1 Discussion

a) Degrade LOS at signalized or unsignalized intersections to an unacceptable level?

The Napa Pipe EIR evaluated intersection operations at 34 study intersections. The Napa Pipe EIR concluded that significant impacts would result at 13 intersections based on existing conditions plus project peak hour traffic volumes. Mitigation Measures TRA-1b through TRA-13 would reduce impacts to less than significant for 12 intersections, but significant impacts would still occur at the First Street/Soscol Avenue intersection, even with implementation of mitigation. Additionally, using future baseline conditions, the project as analyzed in the Napa Pipe EIR would contribute to a cumulative deterioration on roadway and intersection level of service operations throughout the study area. Mitigation Measure TRA-19 requires the applicant to pay fair share contributions, however, even with the improvements identified, impacts would remain significant and unavoidable at several intersections.

The Napa Pipe EIR contemplated 2,580 residential units; the County ultimately approved a project with 945 units. The Supplemental Environmental Analysis for consideration of modifications to the project approved by the County in May 2012. The September 2012 Supplemental Environmental Analysis concluded that, of the 13 intersections that were previously identified as experiencing significant impacts, five (including the First Street/Soscol Avenue intersection) would no longer be adversely affected. The project as modified in 2012 would result in significant impacts at the other eight intersections. Thus, the mitigation measures identified in the EIR would continue to be required. The Supplemental Environmental Assessment concluded impacts would continue to be significant and unavoidable.

The modified project being analyzed in this checklist includes a reduced development intensity compared to what was previously analyzed in the Napa Pipe EIR but would be consistent with the development intensity (945 residential units) of the project evaluated in the September 2012 Supplemental Environmental Assessment. The transportation assessment conducted for the modified project found that these changes would not substantially affect traffic volumes through any of the intersections analyzed in the EIR and would not change the analysis conducted in the EIR for the project (Fehr & Peers 2019). The same mitigation would be applied, but impacts would remain significant and unavoidable at some intersections.

Therefore, no new or substantially more severe impacts would occur and no additional mitigation would be required.

b) Conflict or be inconsistent with bicycle circulation goals?

As discussed in the Napa Pipe EIR, the project would improve bicycle circulation by providing a continuous and connected bicycle network on-site through new Class I bicycle trails along the Napa waterfront, connections to existing trails, public street access, and landscaping along Kaiser Road. Impacts would be less-than-significant.

The modified project includes new and realigned streets that would call for associated changes to bicycle trails. However, the modified project would still provide a continuous and connected bicycle network. Therefore, no new or substantially more severe impacts would occur.

c) Conflict or be inconsistent with pedestrian circulation goals?

As discussed in the Napa Pipe EIR, the project would provide sidewalks, pathways through open space areas, a public promenade and link to the Bay Trail along the Napa waterfront, and off-site improvements along Kaiser Road. However, it is anticipated that the public promenade along the Napa waterfront would be an area with high pedestrian and bicycle activity, which could lead to conflicts. Mitigation Measure TRA-16 would minimize these conflicts by implementing measures such as channelizing pedestrians to discrete crossing points of the trail, widening the trail through areas where higher pedestrian volumes are expected, and separating pedestrian and bicycle travel. This would reduce impacts to a less-than-significant level.

The modified project includes new and realigned streets that would call for associated changes to pedestrian trails. However, the modified project would implement pedestrian facilities and would be required to adhere to Mitigation Measure TRA-16. Therefore, no new or substantially more severe impacts would occur.

d) Be inconsistent with transit network goals or adversely affect transit operations?

The Napa Pipe EIR concluded that a substantial portion of the Napa Pipe project would be located at a distance greater than what typical commuters are willing to walk to access transit (less than 1/3-mile), which would not be consistent with the County's goal of promoting transit use as a convenient option. Mitigation Measure TRA-17 would reroute the VINE #10 bus through the project site and ensure that all development proposed would be within reasonable walking distance to transit. This would reduce impacts to a less-than-significant level.

The modified project includes new and realigned streets that would call for associated changes to transit routes and stops. The modified project would be required implement Mitigation Measure TRA-17. Therefore, no new or substantially more severe impacts would occur.

e) Result in site access and circulation that is inadequate in capacity or design?

The Napa Pipe EIR concluded that the internal roadway system would be adequate to handle the amount of traffic it is expected to serve, and as such, impacts would be less than significant.

The modified project includes a reduced development intensity compared to what was previously analyzed in the Napa Pipe EIR, and new and realigned streets. The transportation assessment conducted for the modified project found that travel times would be similar such that realignment of internal roadways would not likely affect choice of the northern or southern entrance to the site, and, would not likely affect the analysis conducted in the EIR (Fehr & Peers 2019). Therefore, no new or substantially more severe impacts would occur.

f) Have inadequate parking?

The Napa Pipe EIR contained a parking analysis that concluded that the proposed off-street parking supply is less than the shared parking demand and the suggested County parking rates. The Napa Pipe EIR acknowledges that the amount of parking may be adequate for the project site because shared parking potential and mixed-use characteristics of the development are not considered in the County's rates. Mitigation Measure TRA-18 would require the applicant to collaborate with City Staff to develop a parking monitoring plan that assesses utilization and determines if additional parking should be allocated in Phase 2 of the project buildout. If a parking shortage is experienced, additional parking would be allocated into the developed of the subsequent phase. This would reduce impacts to a less-than-significant level.

The modified project includes a reduced development intensity compared to what was previously analyzed in the Napa Pipe EIR, and new and realigned streets. Mitigation Measure TRA-18 would continue to apply and no new or substantially more severe impacts would occur.

g) Involve construction impacts to pavement conditions or vehicle, pedestrian, or bicycle circulation?

The Napa Pipe EIR concluded that construction activity may adversely affect vehicle, pedestrian, and bicycle circulation. Haul truck traffic may also adversely affect pavement conditions. Mitigation Measures TRA-14 and TRA-15 would require a Construction Management Plan and would require monitoring of road conditions for proposed trucking routes and payment of a fair share contribution to return roadway conditions to their pre-construction conditions. These mitigation measures would reduce impacts to a less-than-significant level.

The modified project includes a reduced development intensity compared to what was previously analyzed in the Napa Pipe EIR, and therefore, would result in reduced construction impacts. Furthermore, the modified project would still include Mitigation Measures TRA-14 and TRA-15. Therefore, no new or substantially more severe impacts would occur, and no additional mitigation would be required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure TRA-1b: To lessen the severity of significant peak hour traffic impacts at all studied intersections (and potentially reduce impacts to less than significant at the intersections of First St/Soscol Ave; Third St/Silverado Tr.(SR 121)/East Ave/Coombsville Rd; SR 29 Northbound Ramps/Imola Ave, Imola Ave (SR 121)/Jefferson St, SR 221 (Napa-Vallejo Hwy)/Kaiser Road, the project applicant shall establish a transportation demand management (TDM) program which shall be funded and administered by the property owners association with the goal of reducing the forecasted auto trip generation from the project by 15 percent. The TDM program shall include certain required (immediate, long term) measures, as follows.

Required TDM Measures

- ▶ Establish a full-time, paid TDM coordinator to implement required TDM measures, monitor their effectiveness and implement additional measures as needed to meet the 15 percent goal. The coordinator shall also monitor volumes and delays at intersections where traffic mitigation measures have been called for.
- ▶ Implement peak period shuttle service to key employment centers (e.g. hospital, downtown) or provide funding to allow relocation of the nearby VINE route to serve the site, with added service in peak periods.
- ▶ Implement a parking management program to establish and monitor compliance with parking restrictions.

The effectiveness of these required measures shall be monitored on a biannual basis, and traffic counts will be conducted to determine if the 15 percent reduction of forecasted traffic levels is being achieved. If additional measures are necessary to achieve the 15 percent reduction, the TDM coordinator shall implement other measures to enhance the TDM program.

Below is a selection of additional measures that may be considered to achieve a reduction in auto traffic:

- ▶ Develop incentives for employer programs;
- ▶ Guaranteed Ride Home Program;
- ▶ Information kiosk w/brochures;
- ▶ Newsletter articles;
- ▶ Advertised carpool information phone number;
- ▶ Annual promotional events;
- ▶ Car-share program;
- ▶ Shuttles to regional transit like the Vallejo ferry;
- ▶ Transit Subsidies;
- ▶ Water taxis;
- ▶ On-site Ticket Sales (some level also included in existing, initial, moderate);
- ▶ Carpool/Vanpool Subsidies (Start up, empty seat subsidies);
- ▶ Employer-owned/sponsored Vanpools;
- ▶ Fleet Vehicles for mid-day trips;
- ▶ On-site circulator shuttle or golf-carts and/or campus bicycles; and
- ▶ Aggressive flextime/telecommute programs.

Mitigation Measure TRA-5: At the intersection of Imola Avenue/Soscol Avenue, prior to issuance of building permits, the project applicant shall pay its fair share toward construction of an additional through lane and left-turn lane on the eastbound approach, an exclusive right-turn lane on the westbound approach, and an additional through lane on Soscol Avenue in both directions. Provide protected phasing for the eastbound and westbound left-turn movements.

Mitigation Measure TRA-6 (revised to reflect City jurisdiction): At the intersection of State Route 221 (Napa-Vallejo Highway)/Streblow Drive, construct an additional northbound left-turn lane on State Route 221 (Napa-Vallejo Highway) and a receiving lane on Streblow Drive pursuant to Caltrans standards prior to the occupancy of the project. The TDM program manager shall monitor project-generated traffic and operations of this intersection on an annual basis with the City's oversight after permits are issued for the project. Monitoring shall be used to determine if and when the required improvement is warranted by project generated traffic at the intersection. If warranted, the property owners association shall be responsible for implementing the re-quired improvement to the intersection.

Mitigation Measure TRA-8: At the intersection of Soscol Ferry Road/Devlin Road, forecasted volumes warrant a traffic signal; however, the intersection's close proximity to an adjacent signalized intersection renders a standard signalized intersection infeasible. Construct a median treatment on Soscol Ferry Road that essentially controls all movements except for the westbound through movement on Soscol Ferry Road. Widen Soscol Ferry Road to the west of its intersection with Devlin Road to allow for merging of the two lanes. The merge distance shall be in accordance with the standard roadway design criteria for lane merges. Please see the figure presented in the Traffic Impact Analysis in Appendix E of the Napa Pipe 2009 DEIR. This improvement shall be constructed prior to the occupancy of the project.

Mitigation Measure TRA-9: At juncture of SR 12-SR 29/SR 221 (Napa-Vallejo Highway), prior to issuance of building permits the project applicant shall pay its pro-rated fair share toward the construction a flyover ramp for the traffic traveling from southbound State Route 221 (Napa-Vallejo Highway) to southbound State Route 12/State Route 29.

Mitigation Measure TRA-10: At juncture of SR 12/Airport Boulevard/SR 29, prior to issuance of building permits the project applicant shall pay its pro-rated fair share toward the construction of a grade-separated interchange as proposed in the Napa County General Plan. This improvement has been contemplated previously by the County and Caltrans, and is likely to be needed with or without development of the project.

Mitigation Measure TRA-11: State Route 29/Napa Junction Road intersection: The Napa County General Plan calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described earlier in the FEIR, the additional through lane on State Route 29 in the northbound and southbound directions shall be constructed at this intersection, as is currently proposed. This improvement has been contemplated previously by the County and Caltrans, and is likely to be needed with or without development of the project. For this reason, the project applicant shall pay its fair share to the construction of this project prior to issuance of building permits to avoid a significant impact. With the widening of State Route 29, this intersection would improve to acceptable LOS C in the AM and PM peak hours.

Mitigation Measure TRA-12: State Route 29/Donaldson Way intersection: The Napa County General Plan calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described in the FEIR, the additional through lane on State Route 29 in the northbound and southbound directions shall be constructed at this intersection, as is currently proposed. For this reason, the project applicant shall pay its fair share to the construction of this project prior to issuance of building permits to avoid a significant impact. With the widening of State Route 29, this intersection would improve to acceptable LOS B in both the AM and PM peak hours.

Mitigation Measure TRA-13: State Route 29/American Canyon intersection: The City of American Canyon's General Plan recognizes that this intersection will likely operate at LOS E conditions during peak periods. The Napa County General Plan also calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described in the FEIR, the additional through lane on State Route 29 in the northbound and south-bound directions shall be constructed at this intersection, as is currently proposed. For this reason, the project applicant shall pay its fair share to the construction of this project prior to issuance of building permits to avoid a significant impact. With the widening of State Route 29, this intersection would continue to operate at LOS F in the AM peak hour (primarily due to the extremely heavy westbound right turn to northbound State Route 29), but would operate better than Existing conditions without the project. The intersection would improve to LOS D in the PM peak hour.

Mitigation Measure TRA-14 (revised to reflect City jurisdiction): The Project Sponsor shall develop and implement a Construction Traffic Management Program ("CMP") to minimize impacts of the Project and its contribution to cumulative impacts related to both on and off-site construction and remediation activities and traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or pro-visions set forth by City of Napa departments and agencies.

Preparation of the Construction Management Program shall be the responsibility of the Project Sponsor, and shall be reviewed and approved by City staff prior to initiation of construction. The program shall:

- ▶ Identify construction traffic management practices in the City, as well as other jurisdictions that could provide useful guidance for a project of this size and characteristic.
- ▶ Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines.
- ▶ Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable traffic operations during periods of construction activities in the Project area. These could include construction strategies, demand management strategies, alternate route strategies, and public in-formation strategies.
- ▶ Coordinate with other projects in construction in the immediate vicinity (i.e. Syar), so that they can take an integrated approach to construction-related traffic impacts.
- ▶ Identify barge routes to access the project site and other information as required by City of Napa in the event soil import may be serviced by barge via the Napa River.
- ▶ Ensure that adequate pedestrian circulation is maintained when the-existing sidewalks must be closed or obstructed for construction purposes.
- ▶ Ensure that adequate bicycle facilities are maintained, including detour signs for then-existing bicycle routes.
- ▶ Ensure that construction-truck traffic follows established truck routes, where designated.
- ▶ Ensure that transit facilities, including stops, locations and associated amenities, such as shelters, etc., are maintained, or that acceptable temporary facilities are established.

Mitigation Measure TRA-15: To mitigate potential adverse affects on roadway pavement conditions, prior to beginning construction on the proposed project, survey road conditions for proposed trucking routes on the following roadways:

- ▶ Kaiser Road
- ▶ Napa Valley Corporate Drive
- ▶ Napa Valley Corporate Way
- ▶ Bordeaux Way
- ▶ Anselmo Court
- ▶ Soscol Ferry Road

This shall include roadway pavement and other surfaces that construction traffic may cross. The project applicant shall return roadway conditions to their pre-construction conditions (or better) following the remediation and grading phase of the project.

For subsequent construction phasing, truck traffic to/from the project shall be monitored on the identified roadways to determine project's construction traffic contribution to over-all truck traffic. Project applicant shall pay a fair share contribution to return roadway conditions to their pre-construction conditions following each phase of construction.

Mitigation Measure TRA-16: The design of the public promenade along the waterfront portion of the project shall minimize pedestrian and bicycle conflicts through means such as channelizing pedestrians to discrete crossing points of the trail, widening the trail through areas where higher pedestrian volumes are expected, and where necessary, separating pedestrian and bicycle travel.

Mitigation Measure TRA-17: To promote transit use, reroute the VINE #10 bus route through the project site to serve the proposed transit center as proposed in the project site plan and ensure that all development proposed would be within a reasonable walking distance to transit (less than 1/3-mile).

The revised bus route through Napa Pipe could either be a loop, in which case existing stops along Napa Valley Corporate Drive would remain, or the route could be relocated. Under the latter option, the existing bus stop at Latour Court would be moved 450 feet to the north to Kaiser Road, the stop at Bordeaux Way would be moved 600 feet to the south to Anselmo Court, and the stop at Napa Valley Corporate Way would be eliminated. Stops at Napa Valley Corporate Drive's intersections with Kaiser Road and Anselmo Court will help maintain current patrons. Current ridership is expected to be maintained or surpassed by routing through the project. However, it should also be noted that the extension into the Napa Pipe site will lengthen the travel time from the City of Napa to the City of American Canyon, which may discourage current commuters.

If the extension of the VINE #10 bus route is not feasible, the Project Applicant shall include peak period shuttle service as included in Mitigation Measure TRA-1b.

Mitigation Measure TRA-18: To address issues associated with off-street parking supply, the project applicant shall collaborate with City Staff to develop a parking monitoring plan that assesses the utilization of available parking, to be included in the development plan. Alternatively, implementation of a parking management program, a component presented in Mitigation Measure TRA-1b, could be implemented to monitor parking demand and carry out parking reduction strategies when needed.

Mitigation Measure TRA-19: To address project contribution to cumulative deterioration on roadway and intersection level of service operations, in addition to Mitigation Measures TRA-1b through TRA-13 (as applicable), the project applicant shall pay a fair share contribution to other long-term planned roadway improvements in the Regional Transportation Plan (assumed under the Cumulative Planned roadway network) at locations where the proposed project would contribute to cumulatively significant traffic impacts. The following improvements have been identified under this plan:

- ▶ Realignment of Silverado Trail at Soscol Avenue to match alignment of proposed Gasser Drive extension
- ▶ Widening of State Route 29 to six lanes between Airport Boulevard and southern Napa County line
- ▶ Extension of Devlin Road south to Green Island Road

Each of these roadway improvements would improve intersection operations and general roadway circulation in the project study area under Cumulative conditions; however, most intersections would continue to operate unacceptably.

A comprehensive list of roadway improvements that would be required to achieve acceptable intersection level of service under cumulative conditions has been developed and is presented in the Transportation Impact Analysis (Appendix E) of the 2009 DEIR. (See also, September 7, 2012 "Napa Pipe Impact Comparison—Costco Alternative/Proposed Project" Memorandum prepared by Fehr & Peers identifying the mitigation measures from the TIA that are applicable to the Developers Revised Proposal.) Many of these improvements would require major roadway widening in a fashion that may not be consistent with the stated desires of many communities, through their General Plan documents, to maintain Napa County's rural atmosphere and promote pedestrian, bicycle, and transit as successful transportation modes. Many of the cumulative impacts would occur even without the project.

3.17 UTILITIES

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in the EIR	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Document's Mitigations Address/Resolve Impacts?
XIX. Utilities.				
Would the project:				
a) Have insufficient water supplies available to serve the project from existing and identified entitlements and resources?	Napa Pipe EIR pages 4.13-9 through 4.13-13	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure HYDRO-5
b) Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Napa Pipe EIR pages 4.13-9 through 4.13-16	No	No	NA, impact remains less than significant
c) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Napa Pipe EIR pages 4.13-19 through 4.13-22	No	No	NA, impact remains less than significant
d) Have insufficient wastewater treatment capacity available to serve the project's projected demand in addition to existing demand?	Napa Pipe EIR pages 4.13-22 through 4.13-23	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measure UTIL-1
e) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Napa Pipe EIR page 4.13-24	No	No	NA, impact remains less than significant
f) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Napa Pipe EIR pages 4.13-30 through 4.13-31	No	No	NA, impact remains less than significant
g) Not be served by a landfill with sufficient permitted capacity to accommodate the buildout of the project's solid waste disposal needs?	Napa Pipe EIR pages 4.13-36 through 4.13-37	No	No	NA, impact remains less than significant
h) Not comply with federal, state, and local statutes and regulations related to solid waste and recycling?	Napa Pipe EIR page 4.13-38	No	No	NA, impact remains less than significant

i) Waste, or inefficiently or unnecessarily consume, energy?	Napa Pipe EIR pages 4.13-46 through 4.13-48	No	No	Yes, impact remains less than significant with application of adopted Mitigation Measures TRA-1b through TRA-13, TRA -14, TRA-16, TRA-17, AQ-3, and GHG-1 through GHG-3
j) Impede future energy conservation?	Napa Pipe EIR page 4.13-48	No	No	NA, impact remains less than significant

3.17.1 Discussions

a) Have insufficient water supplies available to serve the project from existing and identified entitlements and resources?

The Napa Pipe EIR stated that the previously approved project would utilize on-site groundwater supplies to serve the project site. As described in Section 1.11, "Hydrology and Water Quality," the EIR concluded that through implementation of HYDRO-5, the project would not exacerbate conditions of reduced groundwater supply and impacts would be less than significant. The modified project would use on-site groundwater supplies; instead, potable water would be obtained through the City of Napa. As detailed in the 2014 Addendum prepared by the City, a revised water supply assessment was prepared for the previously approved project and determined that the City's available water supply would be sufficient to meet the project's potable water demand. The modified project includes the same level of development as the previously approved project. Therefore, the findings identified in the water supply assessment prepared for the previously approved project would be consistent with the modified project and sufficient water supply would still be available to serve the project. Further, as identified in the 2015 Urban Water Management Plan prepared for the City of Napa, the approved Napa Pipe project (at full build-out) was considered for water-use projections (City of Napa 2017).

The Napa Pipe EIR contemplated a much larger-scale project than the previously approved project. The modified project would be similar to the previously approved project and would be adequately served by existing water supplies. The findings of the Napa Pipe EIR therefore remain valid; the City would have adequate water supply to serve the modified project and impacts related to sufficient water supplies would be less than significant.

b) Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The previously approved project included development of on-site water storage, treatment, and distribution facilities. The development of new water facilities was evaluated in the Napa Pipe EIR and was determined to result in less than significant impacts. As previously discussed, the Napa Pipe EIR contemplated a much larger-scale project than the previously approved project. The modified project would be consistent with the previously approved project and would also include development of new water facilities. Impacts to water facilities from the modified project are adequately covered by the Napa Pipe EIR impact discussion because the project as discussed in the Napa Pipe EIR involved more development than the modified project would. The findings of the Napa Pipe EIR remain valid, and impacts related to the construction of new water facilities would be less than significant.

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

The Napa Pipe EIR evaluated two options for wastewater treatment. The previously approved project would either connect to the existing NSD sewer system and transmit wastewater to NSD's Soscot Water Recycling Facility (SWRF) or would build a new wastewater treatment plant (WWTP) on-site. Both options were determined to result in less-than-significant impacts. Like the project approved by the County, the modified project would be consistent with the approved project in that either new wastewater treatment facilities would be evaluated or connections to the existing NSD sewer system would be made. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

d) Have insufficient wastewater treatment capacity available to serve the project's projected demand in addition to existing demand?

As described above, the Napa Pipe EIR evaluated two options for wastewater treatment: development of a new WWTP or connection to the existing NSD system, which would transmit wastewater to the SWRF. Development of a new WWTP for the project was determined to result in less-than-significant impacts because the new facility would have sufficient capacity to serve the project. Connection to existing infrastructure was determined to result in a significant impact because the NSD had not fully evaluated the capacity of existing infrastructure and facilities and excess capacity at the SWRF would not be sufficient to serve the project. The Napa Pipe EIR provides Mitigation Measure UTIL-1, which would require the project applicant to pay sewer service fees to the NSD in compliance with NSD's Sewer Use Ordinance 67. Payment of fees in compliance with Ordinance 67 would provide the District with a fair-share contribution toward the planning activities needed to adequately serve the project. This would reduce impacts to less than significant.

The modified project included the same level of development as the previously approved project but includes different site distributions and construction phasing. The modified project would be consistent with the previously approved project in that either new wastewater treatment facilities would be constructed or connections to the existing NSD sewer system would be made. Should the modified project result in development of a new WWTP for the project site, impacts would be less than significant. Should the modified project connect to existing facilities, implementation of Mitigation Measure UTIL-1 would reduce impacts to less-than-significant by requiring the applicant to pay fair-share contributions towards the planning activities of the NSD. The findings of the Napa Pipe EIR therefore remain valid, and no further analysis is required.

e) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Napa Pipe EIR determined that no impacts would occur related to exceedance of wastewater treatment requirements because the project would be subject to all applicable federal, State, and local regulations, including NPDES permit application requirements. The modified project would also be subject to these regulations, and the applicant would comply with them. Therefore, the findings of the original EIR remain valid, and no further analysis is required.

f) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Napa Pipe EIR states that construction of new stormwater drainage infrastructure would be included as part of the project and has been accounted for in other EIR impact discussions. Specifically, the Napa Pipe EIR determined that drainage plans available for the commercial and industrial phases of the project are considered part of the project and impacts are identified and mitigated in the context of other resource sections. Therefore, impacts would be less than significant. The modified project would include the same level of development as the previously approved project, however, would include different site distribution and construction phasing. The impact discussion

provided in the Napa Pipe EIR contemplated a much larger-scale development than the approved project and determined that impacts related to stormwater facilities would be less than significant. Therefore, the Napa Pipe EIR impact discussion adequately covers the reduced-scale, modified project impacts related to stormwater facilities. The findings of the Napa Pipe EIR therefore remain valid and no further analysis is required.

g) Not be served by a landfill with sufficient permitted capacity to accommodate the buildout of the project's solid waste disposal needs?

The Napa Pipe EIR concluded that impacts related to solid waste and available landfill capacity would be less than significant because project-generated waste would not exceed the Keller Canyon Landfill's capacity. The Napa Pipe EIR determined that the remaining capacity at the landfill was 68.408 million cubic yards. As of 2019, the remaining capacity is 63.408 million cubic yards (CalRecycle 2019). As previously described, the Napa Pipe EIR contemplated a larger-scale project than the approved project, and the modified project would include the same reduced amount of development as the previously approved project. The modified project would generate less solid waste than the project analyzed in the Napa Pipe EIR and the landfill would have adequate capacity to serve operation of the modified project. Therefore, the findings of the original EIR remain valid and impacts to solid waste would be less than significant. No further analysis is required.

h) Not comply with federal, state, and local statutes and regulations related to solid waste and recycling?

The Napa Pipe EIR determined that due to existing compliance with regulations and the ability of service providers to adequately service the project, the project would have a less-than-significant impact on applicable regulations related to solid waste. As described above, the modified project would be similar in scale to the previously approved project and would also be required to comply with existing regulations related to solid waste, as discussed in the Napa Pipe EIR. Therefore, the findings of the Napa Pipe EIR remain valid, and no further analysis is required.

i) Waste, or inefficiently or unnecessarily consume, energy?

As described in the Napa Pipe EIR, construction, operation, and maintenance of the project over its lifetime would require direct and indirect usage of energy. However, through the inclusion of energy-conserving project features, adherence to relevant General Plan policies, and implementation of the Mitigation Measures TRA-1b through TRA-13, TRA -14, TRA-16, TRA-17, AQ-2, AQ-3, and GHG-1a through GHG-1c, impacts would be reduced to less than significant (refer to sections 3.5, "Air Quality," 3.9, "Greenhouse Gas Emissions," and 3.16, "Transportation and Traffic" for further information on these mitigation measures).

Since the adoption of the previously approved project, the City of Napa has annexed a portion of the project site and will annex the remainder of the site prior to approval of the project modifications. Thus, the modified project within the City would be subject to the City's General Plan policies related to energy, such as LU-11.1 and LU-11.2, which require implementation of energy conservation and efficiency measures. The modified project does not significantly differ from the previously approved project, except that it would include an altered distribution of proposed uses within the site. Therefore, the modified project would use similar amounts of energy as the approved project and would still result in less-than-significant impacts related to energy. Impacts have been adequately covered in the Napa Pipe EIR discussion; therefore, the findings of the Napa Pipe EIR therefore remain valid, and no further analysis is required.

j) Impede future energy conservation?

The Napa Pipe EIR states that the project would not obstruct, either local, state, or Federal initiatives or legislation designed to conserve future energy. Further, the construction and development of the project is anticipated to obtain LEED-ND Gold Certification. In the event that this certification is obtained, the project would result in a beneficial impact to local and regional efforts to conserve energy. The modified project would include the same level of development as the previously approved project. It is assumed that the modified project would also obtain LEED-ND Gold Certification, resulting in beneficial impacts to energy conservation. Therefore, the conclusions of the Napa Pipe EIR remain valid, and no further analysis is required.

PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measure HYDRO-5: See Section 3.11, "Hydrology and Water Quality."

Mitigation Measures TRA-1b through TRA-13, TRA-14, TRA-16, TRA-17: See Section 3.16, "Traffic and Transportation."

Mitigation Measures AQ-2 and AQ-3: See Section 3.5, "Air Quality."

Mitigation Measures GHG-1a through GHG-1c: See Section 3.9, "Greenhouse Gas Emissions."

Mitigation Measure UTIL-1: If the project requires sewer service by NSD, the project applicant shall pay sewer service fees to the NSD in compliance with the NSD's Sewer Use Ordinance 67, at the time of building permit issuance.

Mitigation Measure UTIL-2: Implement Mitigation Measure UTIL-1.

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4 REFERENCES

1 Introduction

City of Napa. 2014 (July 22). *Initial Study/Addendum for the Napa Pipe Project*.

2 Project Description

Napa Redevelopment Partners, LLC. 2019. *Remedial Action Completion Report and Request for Closure, Former Napa Pipe Facility*. Napa, California. Prepared by RPS Group, Inc., Oakland, CA.

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BAAQMD. See Bay Area Air Quality Management District.

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Natural Investigations Company. 2019 (March). *Cultural Resources Letter Report for Napa Pipe 2018 Revised Project*.

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5 REPORT PREPARERS

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