APPENDIX A
Mitigation Monitoring and Reporting Program

Purpose of this Document

This chapter contains the Mitigation Monitoring and Reporting Program (MMRP) prepared in compliance with Public Resources Code Section 21081.6(a). The MMRP will be considered for adoption by the Napa County Board of Supervisors and will aid the County in its implementation and monitoring of measures included in the EIR and adopted by the Planning Commission and/or County Board of Supervisors.

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	Implemented By	When Implemented	Monitored By	Verified By
Aesthetics				
Mitigation Measure AES-1: Imola Avenue Design Standards. The State agency with jurisdiction shall ensure that the design and orientation of housing on the Imola site is in keeping with County development standards to the maximum extent feasible.	Project applicant	Prior to design of housing	State agency with jurisdiction	
Air Quality				
Mitigation Measure AIR-1: Best Management Practices. All multifamily housing development projects resulting from adoption of the HEU, regardless of size, shall implement best management practices to reduce construction impacts, particularly fugitive dust, to a less-than-significant level. Specifically, the project sponsor shall require all construction plans to specify implementation of the following best management practices: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	Project sponsor	Prior to construction	Planning, Building, and Environmental Services Department	
Mitigation Measure AIR-2: Emission Reduction Measures for Subsequent Projects Exceeding the Significance Thresholds for Criteria Pollutants. Project sponsors proposing multifamily residential development projects that exceed BAAQMD screening levels shall prepare a project-level criteria air pollutant assessment of construction and operational emissions at the time the project is proposed. The project-level assessment could include a comparison of the project with other similar projects where a quantitative analysis has been conducted, or a project-specific criteria air pollutant analysis to determine whether the project exceeds the air district's criteria air pollutant thresholds.	Project sponsor	When Project is proposed	Planning, Building, and Environmental Services Department	

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While some projects may be below the screening levels, some aspects of the project that are not known at this time (such as an extensive amount of site preparation or demolition) could cause an exceedance of the significant emissions threshold. In the event that a project-specific analysis finds that the project could result in significant construction and/or operational criteria air pollutant emissions that exceed significance thresholds, the project sponsor shall implement the following emission reduction measures to the degree necessary to reduce the impact to less than significance thresholds, and shall implement other feasible measures as needed to reduce the impact to less than the significance thresholds. ***Clean Construction Equipment.*** 1) Diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, as required to reduce the emissions to less than the thresholds of significance shown in Table 2-1 of the BAAQMD CEQA Guidelines (BAAQMD 2017b). This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) Type of Equipment, (2) Engine Year and Age, (3) Number of Years Since Rebuild of Engine (if applicable), (4) Type of Fuel Used, (5) Engine HP, (6) Verified Diesel Emission Control Strategy (VDECS) information if applicable and other related equipment data. A Certification Statement is also required to be made by the Contractor for documentation of compliance and for future review by the air district as necessary. The Certification Statement must state that the Contractor agrees to compliance and acknowledges that a violation of this requirement shall constitute a material breach of contract. The County may waive the equipment requirement above only under the following unusual circumstances: if a particular piece of off-road equipment with Tier 4 Final standards is technically not feasible or not commercially available; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or there is a compelling emergency need to use other alternate off-road equipment. If the County grants the waiver, the contractor shall use the next cleanest piece of off-road equipment available. 2) The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit.				
Mitigation Measure AIR-3: Emission Reduction Measures for Subsequent Projects Exceeding the Significance Thresholds for Health Risks associated with TAC Emissions. Project sponsors proposing multifamily development projects within 1,000 feet of sensitive receptors, including residences, schools, day care centers, and hospitals, shall prepare a project-level health risk assessment at the time the project is proposed. The project-level assessment could include a comparison of the project with other similar sized projects located a similar distance from receptors where a quantitative analysis has been conducted, or a project-specific analysis to determine whether the project exceeds the air district's health risk thresholds. In the event that a project-specific analysis finds that the project could result in health risks that exceed significance thresholds, the project sponsor shall implement the clean construction	Project sponsor	When Project is proposed	Planning, Building, and Environmental Services Department	

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equipment requirement of Mitigation Measure AIR2 to the degree necessary to reduce the impact to less than significance thresholds, and shall implement other feasible measures as needed to reduce the impact to less than the significant thresholds.				
Biological Resources				
Mitigation Measure BIO-1: Avoid and Minimize Impacts on Special-Status Plant Species. To ensure protection of special-status plants, the following measures will be implemented. a) Prior to the start of earth-disturbing activities (i.e., clearing and grubbing) in the Imola Avenue, Bishop, Altamura, Foster Road, and Spanish Flat sites, a qualified biologist shall conduct a properly timed special-status plant survey for rare plant species within the project work limits. The survey will follow the CDFW Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (CDFW, 2018). If special-status plant species occur within the project work limits and can be avoided, then the biologist will establish an adequate buffer area for each plant population to exclude activities that directly remove or alter the habitat of, or result in indirect adverse impacts on, the special-status plant species. A qualified biologist will oversee installation of a temporary, plastic mesh-type construction fence (Tensor Polygrid or equivalent) at least 4 feet (1.2 meters) tall around any established buffer areas to prevent encroachment by construction vehicles and personnel. The qualified biologist will determine the exact location of the fencing. The fencing will be strung tightly on posts set at maximum intervals of 10 feet (3 meters) and will be checked and maintained weekly until all construction is complete. The buffer zone established by the fencing will be marked by a sign stating: • "This is habitat of [list rare plant(s)] and must not be disturbed. This species is protected by [the Endangered Species Act of 1973, as amended/CESA/California Native Plant Protection Act]." b) If direct impacts cannot be avoided, the biologist shall prepare a plan for minimizing the impacts by one or more of the following methods: 1) salvage and replant plants at the same location following construction; 2) salvage and relocate the plants to a suitable off-site location with long-term assurance of site protection; 3) collect seeds or other propagules for reintroduction at the site or elsewhere; or 4) payment of compensatory mitigation, e.g., to a mitigation bank. c) The success criterion for any seeded, planted, and/or relocated plants shall be full replacement at a minimum 1:1 ratio (acreage based) after five years. Monitoring surveys of the seeded, planted, or transplanted individuals shall be conducted for a minimum of five years, to ensure that the success criterion can be achieved at year 5. If it appears the success criterion would not be met after five years, contingency measures may be applied. Such measures shall include, but not be limited to additional seeding and planting; altering or implementing weed management activities; or introducing or altering other management activities. d) Special-status plant observations will be reported to the California Natural Diversity Database.	Qualified project staff biologist	Prior to earth-disturbing activities	Planning, Building, and Environmental Services Department and CDFW	

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	Implemented By	When Implemented	Monitored By	Verified By
Mitigation Measure BIO-2: Avoid and Minimize Impacts on Nesting Birds. Adequate measures shall be taken to avoid inadvertent take of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. This shall be accomplished by taking the following steps. a) If construction is proposed during the nesting season (February 1 to August 31), a pre-construction survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within 7 days prior to the onset of vegetation removal or construction, to identify any active nests on the project site and in the vicinity of proposed construction. Surveys shall be performed for the project area, vehicle and equipment staging areas, and suitable habitat within 250 feet to locate any active passerine (e.g., songbird) nests and within 500 feet to locate any active raptor (bird of prey) nests, and within 0.5 mile of the Foster Road site and Spanish Flat site, as accessible, to locate Swainson's hawk and golden eagle nests. If ground disturbance activities are delayed following a survey, then an additional pre-construction survey shall be conducted such that no more than two weeks will have elapsed between the last survey and the commencement of ground disturbance activities. b) If no active nests are identified during the survey period, or if development is initiated during the non-breeding season (September 1 to February 14), construction may proceed with no restrictions. c) If bird nests are found, an adequate no-disturbance buffer (e.g., 100 to 250 feet; up to 0.5 miles for Swainson's hawk) shall be established around the nest location and construction activities restricted within the buffer until the qualified biologist has confirmed that any young birds have fledged and are able to leave the construction area. Required setback distances for the no-disturbance zone shall be established by the qualified biologist and may vary depending on species, line-of-sight between the nest and the construction activity, and the birds' sensitivity to disturbance. As necessary, the no-disturbance zone shall be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the development site. d) Any birds that begin nesting within the project area and survey buffers amid construction activities, with the exception of Swainson's hawk and golden eagle, shall be assumed to be habituated to construction-related or similar noise and disturbance levels and no work exclusion zones shall be established around active nests in these cases; however, should birds nesting nearby being to show disturbance associated with construction activities or nesting Swainson's hawk or golden eagle are discovered, no-disturbance buffers shall be established as determined by the qualified wildlife biologist. e) Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest's success, work within the no-disturbance buffer shall halt until the nest occupants have fledged. f) A report of findings shall be prepared by the qualified biologist and submitted to the County for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season. The report shall either confirm absence of any active nests or shall confirm that any young within a designated no-disturbance zone and construction can proceed.	Qualified project staff biologist	Prior to construction	Planning, Building, and Environmental Services Department	

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Mitigation Measure BIO-3: Avoid and Minimize Impacts on Roosting Bats. A qualified biologist who is experienced with bat surveying techniques (including auditory sampling methods), behavior, roosting habitat, and identification of local bat species shall be consulted prior to demolition or building relocation activities or tree work to conduct a pre-construction habitat assessment of the project area (focusing on buildings to be demolished or relocated) to characterize potential bat habitat and identify potentially active roost sites. No further action is required should the pre-construction habitat assessment not identify bat habitat or signs of potentially active bat roosts within the project area (e.g., guano, urine staining, dead bats, etc.). • The following measures shall be implemented should potential roosting habitat or potentially active bat roosts be identified during the habitat assessment in buildings to be demolished or relocated, or in trees adjacent to construction activities that could be trimmed or removed within the study area for the HEU project sites: a) In areas identified as potential roosting habitat during the habitat assessment, initial building demolition, relocation, and any tree work (trimming or removal) shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15, to the extent feasible. These dates avoid the bat maternity roosting season and period of winter torpor. b) Depending on temporal guidance as defined below, the qualified biologist shall conduct pre-construction surveys of potential bat roost sites identified during the initial habitat assessment no more than 14 days prior to building demolition or relocation, or any tree trimming or removal. c) If active bat roosts or evidence of roosting is identified during pre-construction surveys for building demolition and relocation or tree work, the qualified biologist shall determine, if possible, the type of roost and species. A no-disturbance buffer shall be established around roost sites until the qualified biologist determines they are no longer active. The size of the no-disturbance buffer would be determined by the qualified biologist and would depend on the species present, roost type, existing screening around the roost site (such as dense vegetation or a building), as well as the type of construction activity that would occur around the roost site. d) If special-status bat species or maternity or hibernation roosts are detected during these surveys, appropriate species- and roost-specific avoidance and protection measures shall be developed by the qualified biologist in coordination with CDFW. Such measures may include postponing the removal of buildings or structures, establishing exclusionary work buffers while the roost is active (e.g., 100-foot no-disturbance buffer), or other compensatory mitigation. e) The qualified biologist shall be present during building demolition, relocation, or tree work if potential bat roosting habitat or active bat roosts are present. Buildings and trees with active roosts shall be disturbed only under clear weather conditions when precipitation is not forecast for three days and when daytime temperatures are at least 50 degrees Fahrenheit. f) The demolition or relocation of buildings containing or suspected to contain bat roosting habitat or active bat roosts shall be done under the supervision of the qualified biologist. When appropriate, buildings shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost, likely in the evening and after bats have emerged from the roost to forage. Under no circumstances shall active maternity roosts be disturbed until the roost disbands at the completion of the maternity roosting season or otherwise becomes inactive, as determined by the qualified biologist.	Qualified project staff biologist	Prior to construction	Planning, Building, and Environmental Services Department and CDFW	

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g) Trimming or removal of existing trees with potential bat roosting habitat or active (non-maternity or hibernation) bat roost sites shall follow a two-step removal process (which shall occur during the time of year when bats are active, according to a) above and, depending on the type of roost and species present, according to c) above). h) On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws. i) On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed, either using chainsaws or other equipment (e.g., excavator or backhoe). j) All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or other processing to allow any bats to escape, or be inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches.				
Mitigation Measure BIO-4: Avoid and Minimize Impacts to Western Pond Turtle Before construction activities begin, a qualified biologist shall conduct western pond turtle surveys at the Imola and Bishop site. Upland areas shall be examined for evidence of nests as well as individual turtles. The project biologist shall be responsible for the survey and for the relocation of turtles, if needed. Construction shall not proceed until a reasonable effort has been made to identify and relocate turtles, if present, a biologist with the appropriate authorization and prior approval from CDFW shall move turtles and/or eggs to a suitable location or facility for incubation, and release hatchlings into the creek system the following autumn.	Qualified project staff biologist	Prior to construction	Planning, Building, and Environmental Services Department and CDFW	

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	Implemented By	When Implemented	Monitored By	Verified By
Mitigation Measure BIO-5: Sensitive Natural Community Mitigation. Prior to issuance of a building permit for development on the Spanish Flat site, the property owner or developer shall retain a qualified biologist to accurately map locations supporting Valley oak woodlands, so that the development can avoid and retain viable oak trees where feasible. Downed and dead trees and former woodlands where trees are removed for safety considerations are not considered a sensitive natural community. Consistent with Policy CON-24, where temporary construction impacts to valley oak woodlands cannot be avoided, revegetation and restoration measures will be developed as part of a revegetation plan approved by Napa County. The revegetation plan will include specific actions for the revegetation and restoration of impacted valley oak woodlands. Revegetation will include a 2:1 replacement ratio (or ratio otherwise identified by the County) of the acreage of woodland lost and for all trees lost as result of the Project. The following success criteria will apply to revegetated areas: 1. Success criteria for replanting will be less than 20 percent mortality annually over a period of 5 years. 2. Replanting will be conducted each year that plantings exceed 20 percent mortality, such that at least 80 percent plant survival is maintained each year of the 5-year monitoring period. 3. Cover provided by invasive, non-native plant species shall not exceed 5 percent during each year of the 5-year monitoring period. 4. A qualified biologist shall monitor the mitigation site for a minimum of five years to ascertain if the mitigation is successful. 5. Annual reports will be submitted to the County by December 31 of each monitoring year (or as otherwise identified by Napa County), describing the results of the monitoring and any remedial actions needed to achieve the specified habitat replacement ratio, or equivalent for permanent impacts on sensitive natural communities.	Qualified project staff biologist	Prior to issuance of a building permit for development on the Spanish Flat site	Planning, Building, and Environmental Services Department and Napa County	
Cultural Resources and Tribal Cultural Resources				
Mitigation Measure CUL-1: Document Architectural Historic Resources Prior to Demolition or Alteration. Prior to any demolition work or significant alterations initiated of a known historical resource or a resource identified, the County shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards thoroughly documents each building and associated landscaping and setting. Documentation shall include still photography and a written documentary record of the building to the National Park Service's standards of the Historic American Buildings Survey (HABS) or the Historic American Engineering Record (HAER), including accurate scaled mapping and architectural descriptions. If available, scaled architectural plans will also be included. Photos include large-format (4"x5") black-and-white negatives and 8"x10" enlargements. Digital photography may be substituted for large-format negative photography if archived locally. The record shall be accompanied by a report containing site-specific history and appropriate contextual information. This information shall be gathered through site-specific and comparative archival research and oral history collection as appropriate. Copies of the records shall be submitted to the Northwest Information Center at Sonoma State University.	Qualified project staff architectural historian	Prior to demolition work or significant alterations to a known historical or identified resource	Planning, Building, and Environmental Services Department, Napa County, NPS	

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Mitigation Measure CUL-2. Cultural Resources Review Requirements. For all discretionary projects that require ground disturbance (i.e. excavation, trenching, grading, etc.) within areas identified in the Baseline Data Report Map 14-3 (Jones & Stokes, 2005) as having a sensitivity of 13 or higher (moderate to high), a records search shall be completed at the Northwest Information Center (NWIC) of the California Historical Resources Information System for the project area. To receive project approval, an archaeologist meeting the U.S. Secretary of the Interior's Standards (SOIS) for Archeology, must review the results and identify if the project would potentially impact cultural resources. If the archaeologist determines that known cultural resources or potential archaeologically sensitive areas may be impacted by the project, a pedestrian survey must be conducted under the supervision of a SOIS-qualified archaeologist of all accessible portions of the project area, if one has not been completed within the previous five years. In addition, California Native American tribes identified by the Native American Heritage Commission (NAHC) to be affiliated with Napa County for the purposes of tribal consultation under Chapter 905, California Statutes of 2004 (culturally-affiliated Native American tribes) shall be notified of the proposed project and provided the preliminary findings of the records search and survey results. Following collaboration with the culturally-affiliated Native American tribe(s) and the County, a SOIS-qualified archaeologist shall prepare a cultural resources inventory report to submit to the County and the culturally-affiliated Native American tribe(s) for review. The report shall include the results of the background research and survey, and recommend additional actions, as needed, including subsurface testing, a cultural resources awareness training, and/or monitoring during construction. If the County determines that a cultural resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, with a preference for preservation in place. In coordination with a SOIS-qualified archaeologist and the culturally-affiliated Native American tribe(s), preservation in place may include, but is not limited to: (1) planning construction to avoid archaeological sites, (2) deeding archaeological sites into permanent conservation easements, (3) capping or covering archaeological sites with a layer of soil before building on the sites, and (4) planning parks, greenspace, or other open space to incorporate archaeological sites. If avoidance is not feasible, the County shall consult with the culturally-affiliated Native American tribe(s) (if the resource is Native American-related) to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).	Qualified project staff architectural historian	Prior to ground disturbing activities	Planning, Building, and Environmental Services Department, Napa County, and culturally-affiliated Native American tribe(s)	
Mitigation Measure CUL-3. Inadvertent Discovery of Cultural Resources. If pre-contact or historic-era cultural resources are encountered during project construction and implementation, all construction activities within 100 feet shall halt and the County shall be notified. Pre-contact cultural materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g.,	Qualified project staff architectural historian	Upon encounter of a pre-contact or historic-era cultural resource	Planning, Building, and Environmental Services Department, Napa County, and culturally-affiliated	

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mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era cultural materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. An archaeologist meeting the U.S. Secretary of the Interior's Standards (SOIS) for Archeology shall inspect the find within 24 hours of discovery. Work shall be stopped within 100 feet of the potential cultural resource until the material is either determined by the archaeologist to not be a cultural resource or appropriate treatment has been enacted, in coordination with the culturally-affiliated Native American tribe(s) (if the resource is Native American-related). If the County determines that a cultural resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, with a preference for preservation in place. In coordination with the SOIS-qualified archaeologist and the culturally-affiliated Native American tribe(s), preservation in place may include, but is not limited to: (1) planning construction to avoid archaeological sites, (2) deeding archaeological sites into permanent conservation easements, (3) capping or covering archaeological sites with a layer of soil before building on the sites, and (4) planning parks, greenspace, or other open space to incorporate archaeological sites. If avoidance is not feasible, the County shall consult with the culturally-affiliated Native American tribes (if the resource is Native American-related) to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).			Native American tribe(s)	

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Geology, Soils, Paleontological and Mineral Resources				
Mitigation Measure GEO-1: Determination of Paleontological Potential. Prior to issuance of a grading permit for any discretionary projects that require ground disturbance (i.e., excavation, grading, trenching, etc.) below 5 feet in previously undisturbed Holocene-age alluvial deposits or at any depth in previously undisturbed Pleistocene-age alluvial deposits (i.e. all multi-family housing sites except for the Spanish Flat site), the project shall undergo an analysis to determine the potential for a project to encounter significant paleontological resources, based on a review of site-specific geology and the extent of ground disturbance associated with each project. The analysis shall include, but would not be limited to: 1) a paleontological records search, 2) geologic map review, and 3) peer-reviewed scientific literature review. If it is determined that a site has the potential to encounter significant paleontological resources, County General Plan Action Item CC-23.2 would be triggered. Action Item CC-23.2 requires that all construction activities stop if a paleontological resource is encountered and that the Planning Department be notified. Upon notification, the Planning Department would retain a qualified paleontologist (meeting the Society of Vertebrate Paleontology [SVP] standards as set forth in the "Definitions" section of Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources) to evaluate the discovery and determine its significance. If the discovery is determined to be significant and the potential exists for a project to encounter and destroy significant paleontological resources, the appropriate steps will be followed to ensure that a professional paleontologist is retained to prepare a paleontological resource management plan (or similar), which will include appropriate mitigation recommendations. Such recommendations could include, but would not be limited to: 1) preconstruction worker awareness training, 2) paleontological resource monitoring, and 3) salvage of significant paleontological resources.	Project applicant and a qualified paleontologist	Prior to issuance of a grading permit	Planning, Building, and Environmental Services Department	
Greenhouse Gas Emissions				
Mitigation Measure GHG-1: Reduce GHG emissions from building energy use and motor vehicle trips. a) All new residential development proposed as part of the HEU shall be designed to be 100 percent electric with no natural gas infrastructure for appliances, including water heaters, clothes washers and dryers, HVAC systems, and stoves. b) Subsequent residential development projects proposed as part of the HEU shall be designed to comply with EV requirements in the most recently adopted version of CALGreen Tier 2 at the time of project-specific CEQA review. c) Implement Mitigation Measure TRA-1 included in Chapter 4.15, *Transportation*.	Project applicant	During residential development design	Planning, Building, and Environmental Services Department	

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Noise				
Mitigation Measure NOI-1: Operational Noise Performance Standard for State-Owned Properties. Prior to the issuance of any building permit, the project applicant for any housing development of the Imola Avenue site or other development site that is currently state-owned shall ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by meeting a performance standard of 60 dBA, Ldn (equivalent to 50 dBA hourly Leq) at the nearest residential property line. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance has been verified by the County. Methods of achieving these standards include using low-noise-emitting HVAC equipment, locating HVAC and other mechanical equipment within a rooftop mechanical penthouse, and using shields and parapets to reduce noise levels to adjacent land uses.	Project applicant	Prior to issuance of any building permit	Planning, Building, and Environmental Services Department	
Mitigation Measure NOI-2: Preparation of a Project-Level Traffic Analysis and Mitigation. Prior to any potential future development at the Spanish Flat and Bishop opportunity sites, the project applicant for any housing development shall prepare a project-level noise analysis demonstrating that the increase in noise along roadways used to access the site will not exceed 3 dBA above existing levels.	Project applicant	Prior to any potential future development at the Spanish Flat and Foster Road opportunity sites	Planning, Building, and Environmental Services Department	

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Transportation				
Mitigation Measure TRA-1: Transportation Demand Management (TDM) Program. Prior to issuance of building permits, project applicants of proposed multi-family development shall develop a TDM program for the proposed project, including any anticipated phasing, and shall submit the TDM Program to the County for review and approval. The TDM Program shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Program shall be designed to achieve the following trip reduction, as required to meet thresholds identified by OPR: • A 15% reduction compared to the unmitigated VMT estimated for the proposed project Trip reduction strategies may include, but are not limited to, the following: 1. Provision of bus stop improvements or on-site mobility hubs 2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc. 3. Bicycle programs including bike purchase incentives, storage, maintenance programs, and on-site education program 4. Enhancements to Countywide bicycle network 5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes 6. Cash allowances, passes, or other public transit subsidies and purchase incentives 7. Providing enhanced, frequent bus service 8. Implementation of shuttle service 9. Establishment of carpool, buspool, or vanpool programs 10. Vanpool purchase incentives 11. Low emission vehicle purchase incentives/subsidies 12. Compliance with a future County VMT/TDM ordinance 13. Participation in a future County VMT fee program 14. Participate in future VMT exchange or mitigation bank programs 15. Provision of active transportation and complete streets improvements connecting City of Napa and County circulation network facilities	Project applicant	Prior to issuance of building permits	Planning, Building, and Environmental Services Department	
Utilities				
Mitigation Measure UTL-1: Demonstrate Sufficient Water Supply Availability. Project sponsors shall submit evidence to the County that sufficient water supply is available to serve the projected demand of proposed multifamily housing development prior to the issuance of any approvals.	Project sponsors	Prior to issuance of any approvals	Planning, Building, and Environmental Services Department and Public Works Department	
Mitigation Measure UTL-2: Adequate Wastewater Treatment Capacity. Project sponsors shall submit evidence to the County that adequate wastewater treatment capacity is available to serve the projected demand of proposed multifamily housing development prior to the issuance of any approvals.	Project sponsors	Prior to issuance of any approvals	Planning, Building, and Environmental Services Department and Public Works Department	

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Appendix B

Informational/Non-CEQA Circulation System Level of Service Analysis

FEHR PEERS

Memorandum

Date: November 14, 2022

To: Trevor Hawkes, County of Napa
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From: Ian Barnes, Terence Zhao, and Dana Ebe, Fehr & Peers

Subject: Napa County Housing Element Update – Informational/Non-CEQA Circulation System Level of Service Analysis

WC21-3826

Introduction and Background

Fehr & Peers has completed a Level of Service (LOS) analysis of the Napa County Housing Element Update Project (the Project), which identified sites suitable for development of new multifamily housing consistent with the Regional Housing Needs Allocation for the County. These sites are grouped in four distinct geographies: Spanish Flat, Northeast Napa, Imola Avenue, and Foster Road.

The Housing Element Update allows for additional housing units to be developed beyond those currently envisioned as part of the County's adopted General Plan. The following memorandum identifies the effects of these additional housing units on the operations of the circulation system for informational, non-California Environmental Quality Act (CEQA) purposes. The CEQA Vehicle-Miles Traveled (VMT) Analysis Memorandum (August 2022) identified the Project's environmental effect on the transportation system per CEQA requirements.

The remainder of this memorandum summarizes the approach, methods, analysis, and outcomes of the LOS analysis performed for the Housing Element Update Project.

Analysis Approach and Parameters

This section describes the LOS analysis approach and parameters, including study area, analysis scenarios, methodology, and General Plan LOS standards.

Study Area

Intersections are generally the critical, capacity-controlling elements of the circulation system in the County of Napa. Therefore, the change in operations at intersections surrounding the Project sites are used as indicators of the Project's effect on the operations of the circulation system. The study intersections, along with associated Housing Element Update site groupings, are summarized below and presented on **Figure 1** (all figures provided at the end of this memorandum):

Table 1: Study Intersections

Intersection	Jurisdiction	Intersection Control[1]	Associated Housing Element Update Site Groupings
1. West Imola Avenue/Foster Road	City of Napa	AWSC	Foster Road sites
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	City of Napa[C]	Signal	Foster Road sites
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	City of Napa	SSSC	Foster Road sites
4. Golden Gate Drive/Foster Road	Napa County	SSSC	Foster Road sites
5. Monticello Road (SR 121)/Trancas Street/Silverado Trail (SR 121)	Napa County[C]	Signal	Northeast Napa sites
6. Monticello Road (SR 121)/Atlas Peak Road	Napa County[C]	Signal	Northeast Napa sites
7. Imola Avenue (SR 121)/Soscol Avenue (SR 121)/ Napa Valley Parkway (SR 221)	City of Napa[C]	Signal	Imola Avenue site

1. SSSC = Side-Street Stop Control Intersection; AWSC = All-Way Stop Control
[C] indicates a Caltrans intersection. The intersection of Monticello Road, Trancas Street, Silverado Trail is owned by Caltrans, but the signal is owned by Napa County.
Sources: Fehr & Peers, November 2022.

Analysis Scenarios

The analysis includes an evaluation of transportation conditions during a typical weekday AM and PM peak hour, occurring between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM; these periods generally correspond to when the surrounding transportation network is most congested. The following analysis scenarios were evaluated:

- **Existing Conditions** – Existing volumes obtained from traffic counts taken in 2022 along with existing roadway system configurations and signal timings.
- **Existing With Project Conditions** – Existing Conditions plus estimated additional traffic volumes generated by the Project. It is noted that there are three access point subscenarios for the Foster Road site: Foster Road access only, Golden Gate Drive access only, and both Foster Road and Golden Gate Drive access.

- **Cumulative (without Project) Conditions** – Projected Year 2040 traffic volumes without the proposed Project along with projected, fully funded roadway system improvements. Year 2040 traffic forecasts were developed by applying traffic volume growth data from the Solano-Napa Activity Based Model (SNABM).
- **Cumulative With Project Conditions** – Cumulative Conditions plus estimated additional traffic volumes generated by the Project.

Analysis Methodology

The Synchro traffic analysis software was used for this study. Intersection operations results consisted of intersection control delay (in seconds) and corresponding Level of Service (LOS). LOS is a qualitative description of operations ranging from LOS A, when the roadway facility has excess capacity and vehicles experience little or no delay, to LOS F, where the volume of vehicles exceeds the capacity, resulting in long queues and excessive delays. Typically, LOS E represents "at-capacity" conditions and LOS F represents "over-capacity" conditions. LOS was established based on traffic operations analysis using the Transportation Research Board's (TRB) *Highway Capacity Manual 6th Edition* methods. The delay and LOS are reported for the AM peak hour and PM peak hour to represent the operating conditions of each intersection under the various analysis scenarios.

Traffic conditions at signalized intersections were evaluated using methods developed by the Transportation Research Board (TRB), as documented in the *Highway Capacity Manual, 6th Edition* for vehicles. The HCM method calculates control delay at an intersection based on inputs such as traffic volumes, lane geometry, signal phasing and timing, pedestrian crossing times, and peak hour factors. Control delay is defined as the delay directly associated with the traffic control device (i.e., a stop sign or a traffic signal) and specifically includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The relationship between LOS and control delay is summarized in **Table 2**.

Table 2: Signalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0

Level of Service	Description	Delay in Seconds
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board).

For unsignalized (all-way stop controlled and side-street stop controlled) intersections, the method from the *Highway Capacity Manual, 6th Edition* for unsignalized intersections was used. With this method, operations are defined by the average control delay per vehicle (measured in seconds). The control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 3** summarizes the relationship between LOS and delay for unsignalized intersections. At side-street stop-controlled intersections, the delay is calculated for each stop-controlled movement, the left turn movement from the major street, as well as the intersection average. The intersection average delay and highest movement/approach delay are reported for side-street stop-controlled intersections.

Table 3: Unsignalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Little or no delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic, delays where intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board).

General Plan LOS Standards

Intersection LOS standards are based on various factors such as jurisdiction, road classification, or traffic control. The study intersections are in the jurisdictions of the City of Napa, the County of

Napa, and Caltrans, and therefore subject to different LOS standards. **Table 4** summarizes the LOS standards by jurisdiction.

Table 4: LOS Standards by Jurisdiction

Jurisdiction	Facility Type	LOS Standard
Napa County	Signalized Intersection	D
	Unsignalized Intersection	D
City of Napa	Signalized Intersections on Arterial and Collector Streets	D
	Signalized Intersections on State Highway Facilities	E
	Unsignalized or Stop-Controlled Intersections	E

Sources: Napa County Traffic Impact Study (TIS) Guidelines, January 2021; and City of Napa Traffic LOS Guidelines, July 2004.

Signalized intersections and unsignalized intersections located in the County of Napa have a LOS standard of LOS D. Signalized intersections on arterial and collector streets located in the City of Napa have a LOS standard of LOS D. However, traffic signals within the City of Napa on state highway facilities have a LOS standard of LOS E. Unsignalized or stop-controlled intersections within the City of Napa have an LOS standard of LOS E. **Table 5** shows the selected LOS standard applied for each study intersection in this assessment.

Table 5: LOS Standard by Study Intersection

Intersection	Jurisdiction	Intersection Control[1]	LOS Standard[2]
1. West Imola Avenue/Foster Road	City of Napa	AWSC	E
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	City of Napa/Caltrans	Signal	E
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	City of Napa	SSSC	E
4. Golden Gate Drive/Foster Road	Napa County	SSSC	D
5. Monticello Road/Silverado Trail/Trancas Street	Napa County/Caltrans	Signal	D
6. Monticello Road (SR 121)/Atlas Peak Road	Napa County/Caltrans	Signal	D
7. Imola Avenue (SR 121)/Soscol Avenue (SR 121)/Napa Valley Parkway (SR 221)	City of Napa/Caltrans	Signal	E

2. SSSC = Side-street stop control intersection; AWSC = All-way stop control

Sources: Napa County Traffic Impact Study (TIS) Guidelines, January 2021; and City of Napa Traffic LOS Guidelines, July 2004.

An intersection is considered deficient if it performs worse than the standard indicated in **Table 5** and meets the substantial transportation effects indicated in **Table 6**.

Table 6: Substantial Transportation Effects by Jurisdiction

Jurisdiction	Facility	Substantial Transportation Effect
Napa County	Signalized Intersection	1. LOS D or better deteriorates to LOS E or F with Project trips; or 2. LOS E or F, and Project trips increases the total entering volume by one percent or more.
	Unsignalized Intersection	1. LOS D or better deteriorates to LOS E or F with Project traffic; or 2. LOS E or F, and Project trips increase delay by five seconds or more.[1]
	Cumulative Conditions	Project contributes five percent or more to total growth in volume entering at failing intersections.
City of Napa	Signalized Intersections	1. LOS D or better (most locations) deteriorates to LOS E or F with Project trips; or 2. LOS E (state highway facilities) deteriorates to LOS F with Project trips; or 3. LOS F (in violation of General Plan LOS Policy), and the addition of 50 peak-hour Project trips contributes to the continuing operational failure of the intersection.
	Unsignalized Intersection	1. Minor stop-controlled approach operates at LOS E or better or has the acceptable operation in terms of total control delay, the addition of Project trips increases the total control delay to more than 4.0 vehicle-hours for a single lane approach or 5.0 vehicle hours for a multilane approach; or 2. Minor stop-controlled approach operates at LOS F and does not have acceptable operation in terms of total control delay, the addition of more than 50 peak-hour project trips contributes to the continuing operational failure at the minor approach.

1. For all-way stop-controlled intersections, based on the overall average delay. For side-street stop-controlled intersections, based on the delay for each stop controlled approach that operates at LOS E or F.
Sources: Napa County Traffic Impact Study (TIS) Guidelines, January 2021; and City of Napa Traffic LOS Guidelines, July 2004.

If new deficiencies were found, improvement measures were identified to remedy the deficiencies to the extent feasible. If the Project is expected to add substantial delay (per **Table 6**) to an intersection already performing at an unacceptable level, improvement measures were identified to bring the intersection operations to the same or better LOS level without the Project.

Data Collection

Intersection turning movement counts, including separate counts of pedestrians, bicyclists, and heavy trucks for the weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 AM to 6:00 PM) peak periods were collected in September 2022. Peak hour intersection volumes are summarized on **Figure 2** along with existing lane configurations and traffic controls.

Project Characteristics

The amount of Project traffic generated associated with each of the multifamily housing sites was estimated using a three-step process:

1. **Trip Generation** – The *amount* of vehicle traffic entering/exiting the Project sites was estimated.
1. **Trip Distribution** – The *direction* of trips would use to approach and depart the sites was projected.
2. **Trip Assignment** – Trips were then *assigned* to specific roadway segments and intersection turning movements.

Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Estimates are created on a weekday daily basis for the peak one-hour periods in the morning and the evening commute periods when traffic on adjacent streets are the highest. The Project trip generation was estimated using rates from the Institute of Transportation Engineers *Trip Generation Manual, 11th Edition* from the Land Use Code 215 (Single-Family Attached Housing) and 220 (Multi-Family Housing, Low-Rise). The Project is expected to add 760 units in total, of which 458 are at the identified sites, and the remainder are additional single-family homes and accessory dwelling units (ADUs) at unspecified locations. The 458 units that constitute discrete, site-based Projects are analyzed here. The weekday daily, AM peak hour, and PM peak hour conditions trip generation estimates for each identified Project site are presented in **Table 7**.

Table 7: Trip Generation Per Project Site

Project Site	Dwelling Units	Land Use	ITE Land Use Code	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
Spanish Flat	100	Single-Family (Attached)[1]	215	720	15	33	48	32	25	57
Northeast Napa *1806 Monticello Road*	100	Multi-Family (Low-Rise)[2]	220	674	10	30	40	32	19	51
Northeast Napa *1011 Atlas Peak Road*	58	Multi-Family (Low-Rise)[2]	220	391	5	18	23	19	11	30
Imola Avenue	100	Single-Family (Attached)[1]	215	720	15	33	48	32	25	57
Foster Road	100	Single-Family (Attached)[1]	215	720	15	33	48	32	25	57

1. Single-Family Attached Housing (LU Code 215) Trip Generation Rates:
   AM peak hour average rate: 0.48; 31% in, 69% out
   PM peak hour average rate: 0.57; 57% in, 43% out
2. Multi-Family Housing, Low-Rise (LU Code 220) Trip Generation Rates:
   AM peak hour average rate: 0.40; 24% in, 76% out
   PM peak hour average rate: 0.51; 63% in, 37% out

Source: Institute of Transportation Engineers *Trip Generation Manual 11th Edition*.

Trip Distribution and Assignment

The Project trip distribution and assignment were based on proximity to complimentary land uses and the transportation network. **Figure 3** shows the trip distribution, which shows the overall pattern of trips to and from the Project sites. These trips were then assigned to the study intersections based on the likely paths of travel that they would take to and from the Project sites as shown in **Figure 4**. Per **Figure 4**, there are three trip assignments for the three access point(s) subscenarios for the Foster Road Project site: Foster Road access only, Golden Gate Drive access only, and both Foster Road and Golden Gate Drive access.

Near-Term Intersection Operations Analysis

This section presents the intersection LOS calculations under Existing Conditions and Existing With Project Conditions. The Existing With Project Conditions volumes were developed using the methodology described in previous sections and are shown on **Figure 5**. **Table 8** summarizes the AM peak hour and PM peak hour LOS results for Existing Conditions and Existing With Project Conditions. The Existing With Project Conditions include delay and LOS results for three different access point(s) subscenarios for the Foster Road Project site: Foster Road access only, Golden Gate Drive access only, and both Foster Road and Golden Gate Drive access.

Table 8: Existing Conditions and Existing With Project Conditions Intersection Levels of Service

Intersection	Control[1]	Peak Hour	LOS Standard	Existing Conditions		Existing With Project Conditions		
				Delay[2]	LOS	Delay[2]	LOS	Δ Delay[3]
Intersections adjacent to Foster Road site ***Subscenario 1: Foster Road Access Only***								
1. West Imola Avenue/Foster Road	AWSC	AM	E	18.5	C	19.9	C	1.4
		PM		9.0	A	9.2	A	0.2
2. Sonoma Highway (SR12/SR 121)/Stanly Lane	Signal	AM	E	14.5	B	14.7	B	0.2
		PM		12.5	B	13.0	B	0.5
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	SSSC	AM	E	**22.9 (>120)**	**C (F)**	**27.3 (>120)**	**D (F)**	**4.4 (**)**
		PM		**12.1 (57.2)**	**B (F)**	**14.0 (67.7)**	**B (F)**	**1.9 (10.5)**
4. Golden Gate Drive/Foster Road	SSSC	AM	D	5.1 (9.1)	A (A)	5.4 (9.2)	A (A)	0.3 (0.1)
		PM		3.9 (8.6)	A (A)	4.5 (8.7)	A (A)	0.6 (0.1)
Intersections adjacent to Foster Road site ***Subscenario 2: Golden Gate Drive Access Only***								
1. West Imola Avenue/Foster Road	AWSC	AM	E	18.5	C	18.9	C	0.4
		PM		9.0	A	9.0	A	0.0

Intersection	Control[1]	Peak Hour	LOS Standard	Existing Conditions		Existing With Project Conditions		
				Delay[2]	LOS	Delay[2]	LOS	Δ Delay[3]
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	Signal	AM	E	14.5	B	14.7	B	0.2
		PM		12.5	B	13.0	B	0.5
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	SSSC	AM	E	**22.9 (>120)**	**C (F)**	**30.6 (>120)**	**D (F)**	**7.7 (**)**
		PM		**12.1 (57.2)**	**B (F)**	**16.0 (78.1)**	**C (F)**	**3.9 (20.9)**
4. Golden Gate Drive/Foster Road	SSSC	AM	D	5.1 (9.1)	A (A)	4.7 (9.2)	A (A)	-0.4 (0.1)
		PM		3.9 (8.6)	A (A)	3.4 (8.7)	A (A)	-0.5 (0.1)
Intersections adjacent to Foster Road site ***Subscenario 3: Foster Road and Golden Gate Drive Access***								
1. West Imola Avenue/Foster Road	AWSC	AM	E	18.5	C	19.2	C	0.7
		PM		9.0	A	9.1	A	0.1
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	Signal	AM	E	14.5	B	14.7	B	0.2
		PM		12.5	B	13.1	B	0.6
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	SSSC	AM	E	**22.9 (>120)**	**C (F)**	**29.8 (>120)**	**D (F)**	**6.9 (**)**
		PM		**12.1 (57.2)**	**B (F)**	**15.0 (72.6)**	**B (F)**	**2.9 (15.4)**
4. Golden Gate Drive/Foster Road	SSSC	AM	D	5.1 (9.1)	A (A)	5.1 (9.2)	A (A)	0.0 (0.1)
		PM		3.9 (8.6)	A (A)	4.0 (8.7)	A (A)	0.1 (0.1)
Intersections adjacent to Northeast Napa sites ***All Subscenarios***								
5. Monticello Road (SR 121)/Silverado Trail (SR 121)/Trancas Street	Signal	AM	D	16.3	B	16.4	B	0.1
		PM		15.4	B	15.6	B	0.2
6. Monticello Road (SR 121)/Atlas Peak Road	Signal	AM	D	15.4	B	17.8	B	2.4
		PM		12.8	B	12.9	B	0.1
Intersections adjacent to Imola Avenue site ***All Subscenarios***								
7. Imola Avenue (SR 121)/Soscol Avenue (SR 121)/Napa Valley Parkway (SR 221)	Signal	AM	E	58.4	E	58.8	E	0.4
		PM		59.9	E	60.5	E	0.6
(No intersections adjacent to Spanish Flat site)								

Notes:

1. Existing intersection traffic control type, (SSSC = Side-Street Stop-Controlled; Signal = Signalized).
2. Whole intersection average delay reported for signalized and all-way stop-controlled intersections. Side-Street stop-controlled delay presented as Whole Intersection Average Delay (Worst Movement Delay). Delay calculated per HCM 6 methodologies.
3. Change in delay between Existing With Project Conditions and Existing Conditions.

** indicates that the Synchro program is indicating that the intersection is supersaturated, and the change in delay values are likely greater than 5.0 seconds on the worst movement or single-lane approach.

Bold indicates operations below the LOS standard. **Bold and highlighted** indicates a substantial operations effect.
Source: Fehr & Peers, November 2022.

As shown in **Table 8**, the three subscenarios for the Foster Road Project site produced similar LOS results at the adjacent intersections during Existing With Project Conditions. There are some delay benefits to providing access points at both Foster Road and Golden Gate Drive.

As shown in **Table 8** all intersections except Intersection 3 operate at an acceptable LOS during the AM and PM peak hour under Existing Conditions. Intersection 3: West Imola Avenue/Golden Gate Drive-South Freeway Drive operates at LOS C during the AM peak hour and LOS B during the PM peak hour. The Intersection 3 minor stop-controlled approach operates at LOS F during both peak hours. The study intersections are expected to continue to operate at an acceptable LOS during the AM and PM peak hour with the addition of the Project, with exception to the following intersection:

- Intersection 3: West Imola Avenue/Golden Gate Drive-South Freeway Drive (LOS D during the AM peak hour and LOS B or C during the PM peak hour)

From **Table 5**, Intersection 3 follows the City of Napa substantial transportation effect criteria. From **Table 6**, the Project impact does not add more than 50 peak-hour project trips, so the Project impact is not substantial.

Cumulative Conditions Intersection Operations Analysis Findings

The Cumulative (without Project) Conditions represent the long-term impact the Project is expected to have on the transportation network based on traffic growth trend. The estimated Project trips are then added to Cumulative (without Project) Conditions to understand its effects on the network. If the Project is found to have caused a new deficiency or contribute to an expected deficiency, improvement measures were identified to reduce the Project's impact to the extent feasible.

Cumulative Intersection Volumes

Traffic volumes for Cumulative (without Project) Conditions are comprised of Existing Conditions volumes plus traffic generated by anticipated local and regional land use growth. The Solano-Napa Activity Based Model (SNABM) incorporates most arterial and collector roadways throughout the City of Napa and Napa County and is generally a reasonable tool for use in the analysis of major intersections.

After reviewing the structure of the model traffic analysis zone (TAZ) system and roadway network detail in and around the Project sites and study intersections, it was determined that the SNABM

would be a suitable tool for the estimation of future year demand volumes. Data from the model suggests that a linear growth rate of 1.5 percent per year would be suitable for the estimate of future year (2040) peak hour traffic volumes. The 1.5 percent per year growth rate would account for projected land use growth in Napa County, as well as tourist trips and commute pass-through trips in the study area. Traffic volume forecasts were unconstrained in nature and do not take into account regional bottlenecks which may restrain traffic volume growth in the Napa County area. The Cumulative (without Project) Conditions and Cumulative With Project Conditions study intersection peak hour volumes, lane configurations, and traffic controls are shown on **Figure 6.** The Cumulative With Project Conditions volumes were developed using the methodology described in the sections above and are shown on **Figure 7**. Per **Figure 7**, there are three trip assignments for the three access point(s) subscenarios for the Foster Road Project site: Foster Road access only, Golden Gate Drive access only, and both Foster Road and Golden Gate Drive access.

Intersection Operations

This section presents the LOS calculations under Cumulative (without Project) Conditions and Cumulative With Project Conditions. **Table 9** summarizes the AM and PM peak hour LOS results for Cumulative Conditions. Similar to the Existing With Project Conditions, the Cumulative With Project Conditions include delay and LOS results for three different access point(s) subscenarios for the Foster Road Project site: Foster Road access only, Golden Gate Drive access only, and both Foster Road and Golden Gate Drive access.

Table 9: Cumulative (without Project) Conditions and Cumulative With Project Conditions Intersection Levels of Service

Intersection	Control[1]	Peak Hour	LOS Standard	Cumulative (without Project) Conditions		Cumulative With Project Conditions		
				Delay[2]	LOS	Delay[2]	LOS	Δ Delay[3]
Intersections adjacent to Foster Road site				***Subscenario 1: Foster Road Access Only***				
1. West Imola Avenue/Foster Road	AWSC	AM	E	**51.7**	**F**	**59.9**	**F**	8.2
		PM		10.0	A	10.4	B	0.4
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	Signal	AM	E	16.8	B	18.9	B	2.1
		PM		15.0	B	15.6	B	0.6
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	SSSC	AM	E	**115.9 (>120)**	**F (F)**	**>120 (>120)**	**F (F)**	**** (**)**
		PM		**59.8 (>120)**	**F (F)**	**67.2 (>120)**	**F (F)**	**7.4 (**)**
4. Golden Gate Drive/Foster Road	SSSC	AM	D	5.2 (9.3)	A (A)	5.5 (9.4)	A (A)	0.3 (0.1)
		PM		4.0 (8.7)	A (A)	4.5 (8.7)	A (A)	0.5 (0.0)

Intersection	Control[1]	Peak Hour	LOS Standard	Cumulative (without Project) Conditions		Cumulative With Project Conditions		
				Delay[2]	LOS	Delay[2]	LOS	Δ Delay[3]
Intersections adjacent to Foster Road site ***Subscenario 2: Golden Gate Drive Access Only***								
1. West Imola Avenue/Foster Road	AWSC	AM	E	**51.7**	**F**	**53.9**	**F**	2.2
		PM		10.0	A	10.1	B	0.1
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	Signal	AM	E	16.8	B	18.9	B	2.1
		PM		15.0	B	15.6	B	0.6
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	SSSC	AM	E	**115.9 (>120)**	**F (F)**	**>120 (>120)**	**F (F)**	**** (****)**
		PM		**59.8 (>120)**	**F (F)**	**75.5 (>120)**	**F (F)**	**15.7 (**)**
4. Golden Gate Drive/Foster Road	SSSC	AM	D	5.2 (9.3)	A (A)	4.9 (9.4)	A (A)	-0.3 (0.1)
		PM		4.0 (8.7)	A (A)	3.5 (8.7)	A (A)	-0.5 (0.0)
Intersections adjacent to Foster Road site ***Subscenario 3: Foster Road and Golden Gate Drive Access***								
1. West Imola Avenue/Foster Road	AWSC	AM	E	**51.7**	**F**	**56.1**	**F**	4.4
		PM		10.0	A	10.2	B	0.2
2. Sonoma Highway (SR 12/SR 121)/Stanly Lane	Signal	AM	E	16.8	B	18.9	B	2.1
		PM		15.0	B	15.6	B	0.6
3. West Imola Avenue/Golden Gate Drive/South Freeway Drive	SSSC	AM	E	**115.9 (>120)**	**F (F)**	**>120 (>120)**	**F (F)**	**** (****)**
		PM		**59.8 (>120)**	**F (F)**	**72.1 (>120)**	**F (F)**	**12.3 (**)**
4. Golden Gate Drive/Foster Road	SSSC	AM	D	5.2 (9.3)	A (A)	5.2 (9.4)	A (A)	0.0 (0.1)
		PM		4.0 (8.7)	A (A)	4.1 (8.7)	A (A)	0.1 (0.0)
Intersections adjacent to Northeast Napa sites ***All Subscenarios***								
5. Monticello Road (SR 121)/Silverado Trail (SR 121)/Trancas Street	Signal	AM	D	22.6	C	23.4	C	0.8
		PM		22.7	C	23.2	C	0.5
6. Monticello Road (SR 121)/Atlas Peak Road	Signal	AM	D	33.7	C	41.7	D	8.0
		PM		15.3	B	15.7	B	0.4
Intersections adjacent to Imola Avenue site ***All Subscenarios***								
7. Imola Avenue (SR 121)/Soscol Avenue (SR 121)/Napa Valley Parkway (SR 221)	Signal	AM	E	**97.1**	**F**	**98.5**	**F**	1.4
		PM		**81.4**	**F**	**84.2**	**F**	2.8
(No intersections adjacent to Spanish Flat site)								

Notes:

1. Existing intersection traffic control type, (SSSC = Side-Street Stop-Controlled; Signal = Signalized).

2. Whole intersection average delay reported for signalized and all-way stop-controlled intersections. Side-Street stop-controlled delay presented as Whole Intersection Average Delay (Worst Movement Delay). Delay calculated per HCM 6 methodologies.
3. Change in delay between Existing With Project Conditions and Existing Conditions.

** indicates that the Synchro program is indicating that the intersection is supersaturated, and the change in delay values are likely greater than 5.0 seconds on the worst movement or single-lane approach.
Bold indicates operations below the LOS standard. **Bold and highlighted** indicates a substantial operations effect.
Source: Fehr & Peers, November 2022.

As shown in **Table 9**, the three subscenarios for the Foster Road Project site produced similar LOS results at the adjacent intersections during Cumulative With Project Conditions. There are some delay benefits to providing access points at both Foster Road and Golden Gate Drive.

As shown in **Table 9**, Intersections 2, 4, 5, and 6 operate at an acceptable LOS during the AM and PM peak hour under Cumulative (without Project) Conditions. Intersection 1 operates at an acceptable LOS during the PM peak hour and an unacceptable LOS (LOS F) during the AM peak hour. Intersections 3 and 7 operate at unacceptable LOS (LOS F) during the AM and PM peak hours.

The study intersections are expected to continue to operate at an acceptable LOS during the AM and PM peak hour with the addition of the Project with exception to the following intersections:

- *Intersection 1: West Imola Avenue/Foster Road* (LOS F during the AM peak hour)
- *Intersection 3: West Imola Avenue/Golden Gate Drive/South Freeway Drive* (LOS F during the AM and PM peak hour)
- *Intersection 7: Imola Avenue (SR 121)/Soscol Avenue (SR 121)/Napa Valley Parkway (SR 221)* (LOS F during the AM and PM peak hour)

The LOS for Intersections 1, 3, and 7 remains below the LOS standard under Cumulative (without Project) Conditions, as well as with the addition of the Project.

From **Table 5**, Intersections 1, 3, and 7 follow the City of Napa substantial transportation effect criteria. From **Table 6**, the Project impact does not add more than 50 peak-hour project trips to Intersections 1 or 3, so the Project impact is not substantial. However, the Project impact to Intersection 7 during the PM peak hour is substantial because the Project adds more than 50 peak-hour project trips to the intersection.

Cumulative With Project Conditions Intersection Recommended Improvements

This section of the memorandum evaluates the Cumulative With Project Conditions intersection LOS results presented in **Table 9** against the City of Napa and Napa County LOS criteria. The proposed Project could result in a substantial adverse effect on intersection operations at the following intersection:

Intersection 7: Imola Avenue (SR 121)/Soscol Avenue (SR 121)/Napa Valley Parkway (SR 221) – This intersection is projected to operate at a deficient LOS F during the AM peak hour and PM peak hour under Cumulative With Project Conditions. The Project impact is substantial during the PM

peak hour under the Cumulative With Project Conditions. The operations at this intersection can be improved to pre-project conditions by optimizing the signal timings in accordance with the PM peak hour volumes.

Conclusions

The results of this transportation assessment indicate that operations of the majority of critical intersections surrounding the Project sites would not appreciably change with the addition of Project traffic. Intersection 7 with substantial Project impacts has a feasible recommended improvement that could improve the LOS operations to Without Project Conditions.

This completes our Level of Service analysis of the Napa County Housing Element Update Project. Please contact Terence Zhao at (925) 357-3385 if you have questions.

Attachments

Attachment A: Synchro HCM 6th Edition Outputs

Figures

Figure 1A	Housing Sites and Study Intersections
Figure 1B	Foster Road Housing Sites and Adjacent Study Intersections
Figure 1C	Imola Avenue Housing Site and Adjacent Study Intersections
Figure 1D	Northeast Napa Housing Sites and Adjacent Study Intersections
Figure 2	Existing Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations
Figure 3A	Foster Road Sites and Gateway Trip Distributions
Figure 3B	Imola Avenue Site and Gateway Trip Distributions
Figure 3C	Monticello Road Site and Gateway Trip Distributions
Figure 3D	Atlas Peak Site and Gateway Trip Distributions
Figure 3E	Spanish Flat Site and Gateway Trip Distributions

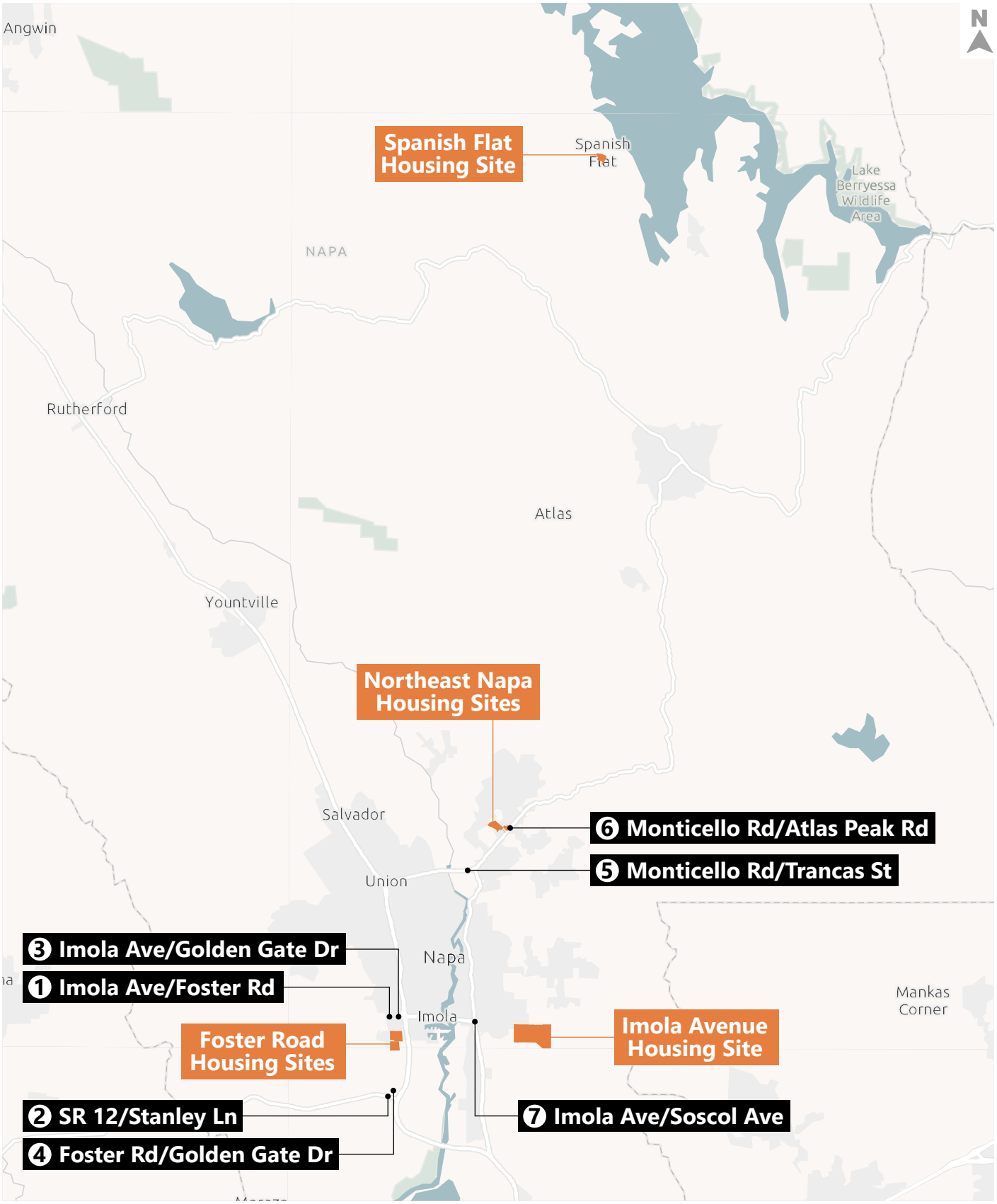


Figure 1A

Housing Sites and Study Intersections

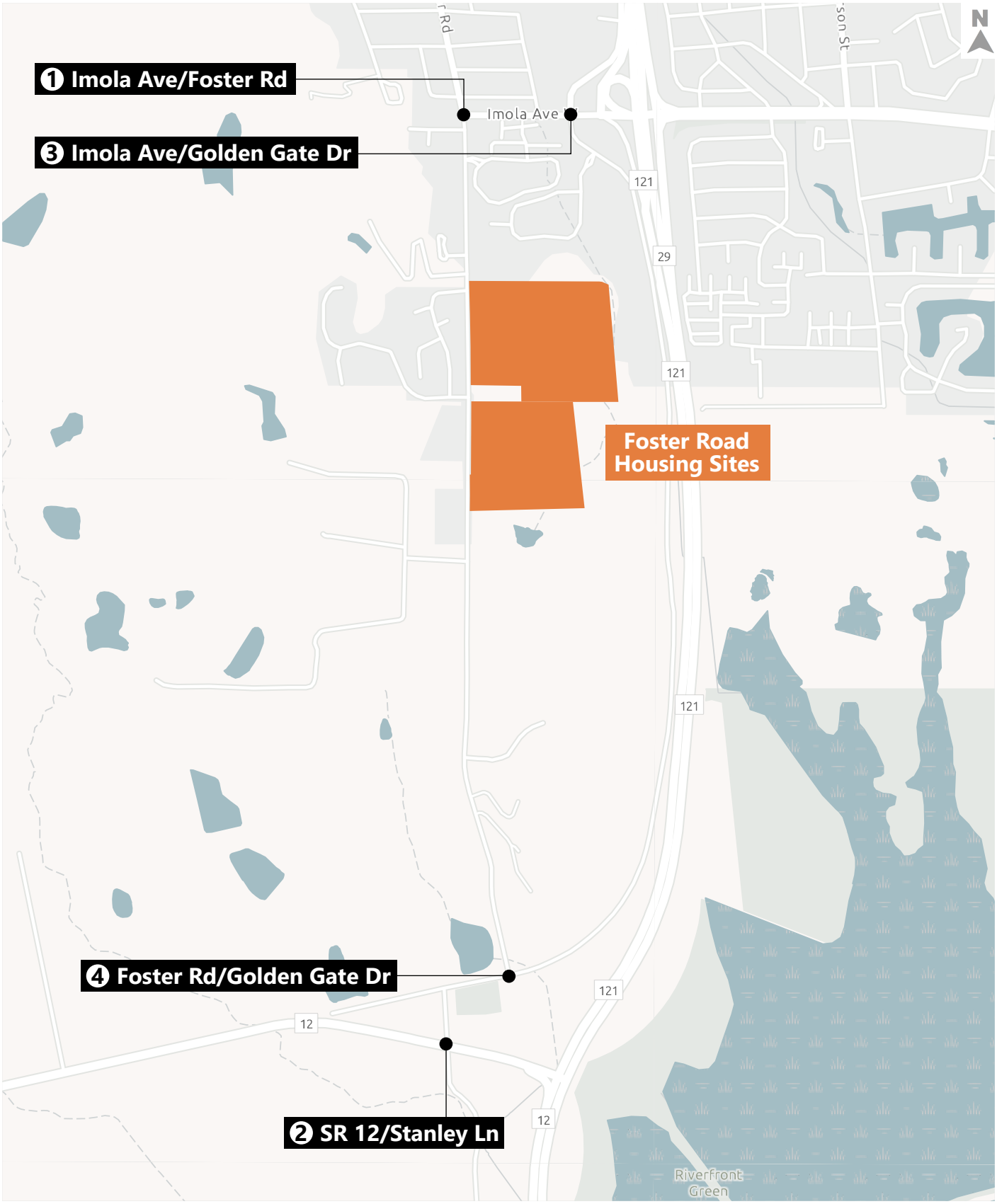


Figure 1B

Foster Road Housing Sites and Adjacent Study Intersections

Figure 1C

Imola Avenue Housing Site and Adjacent Study Intersection

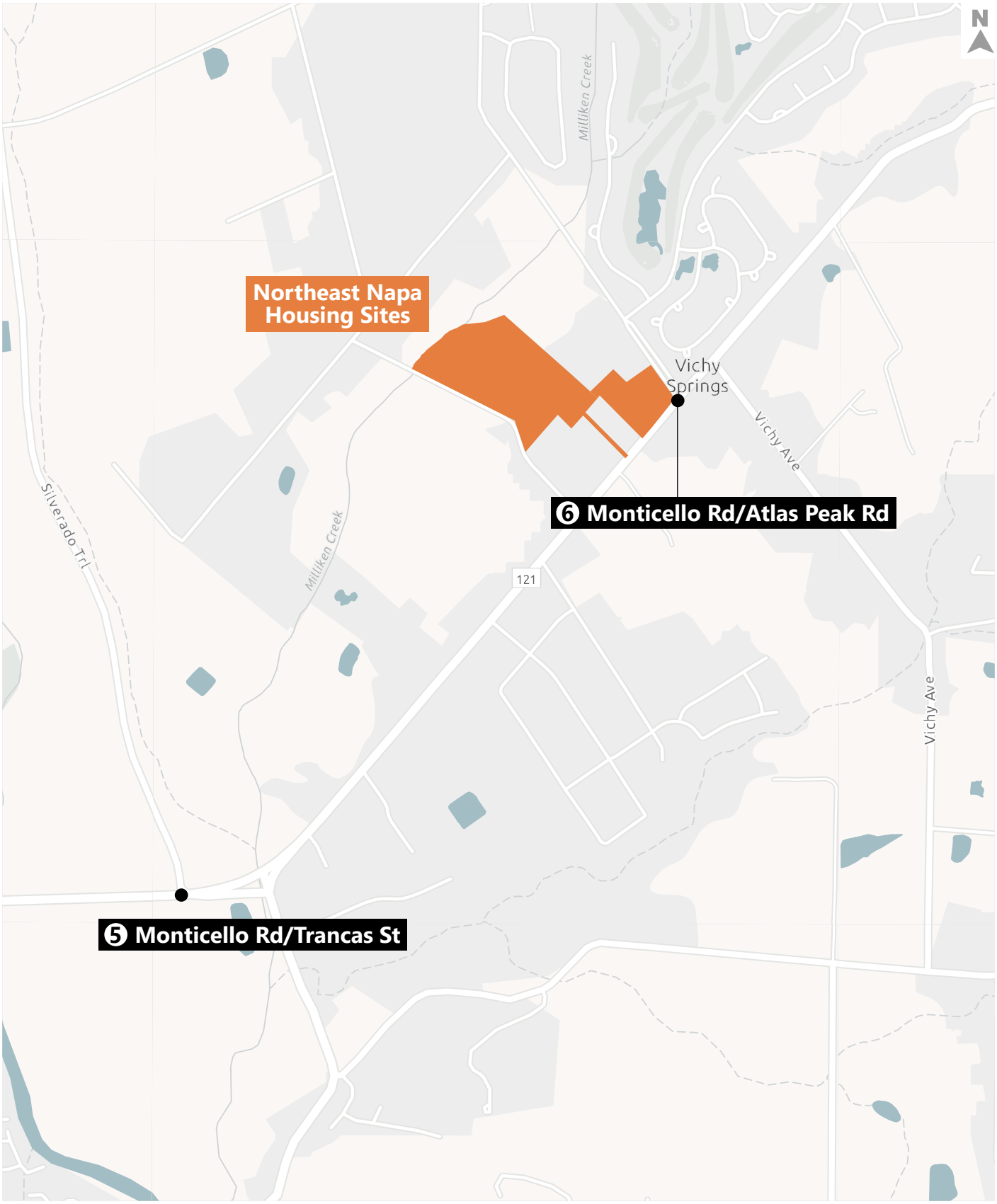
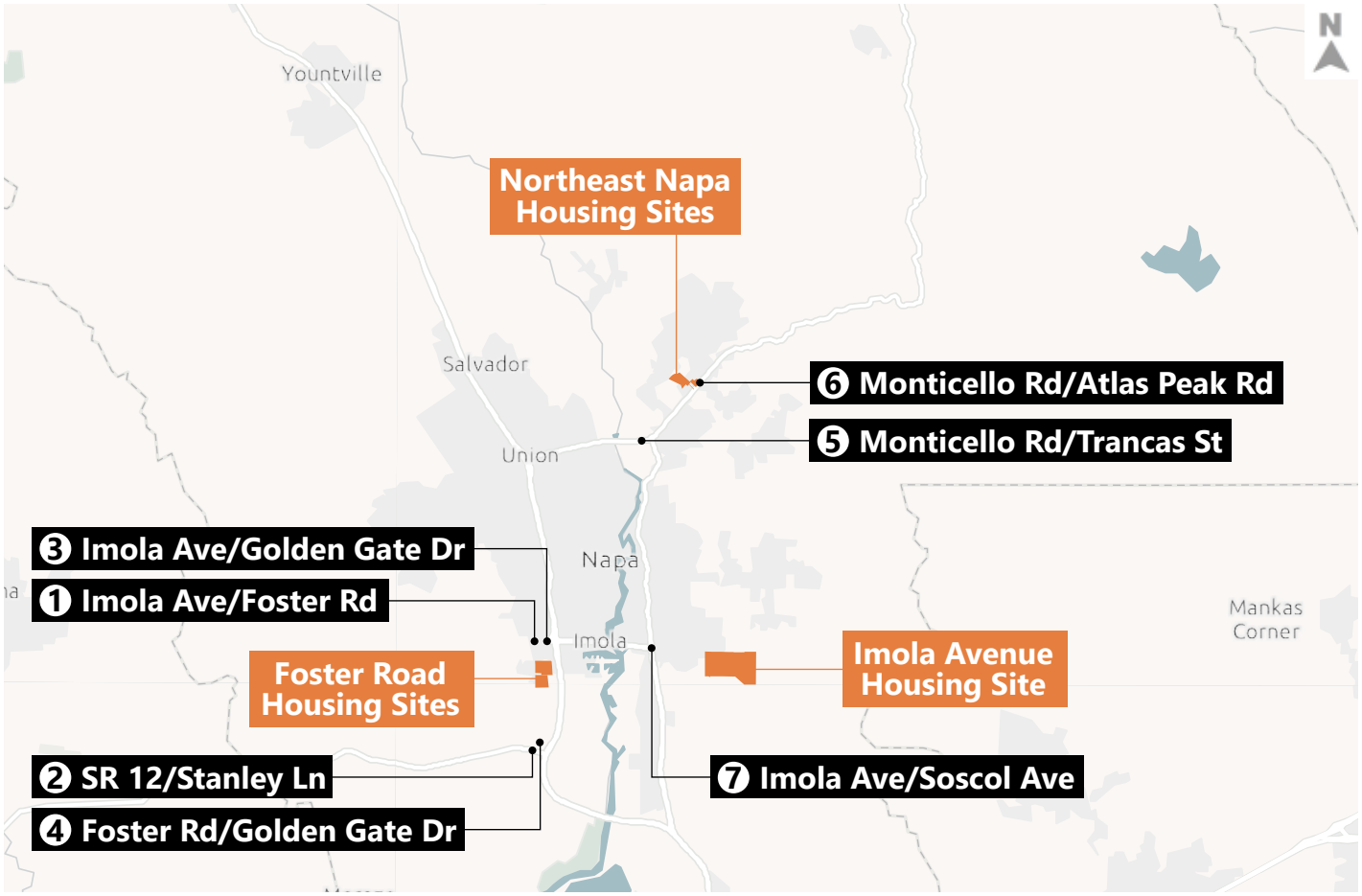


Figure 1D

Northeast Napa Housing Sites and Adjacent Study Intersections



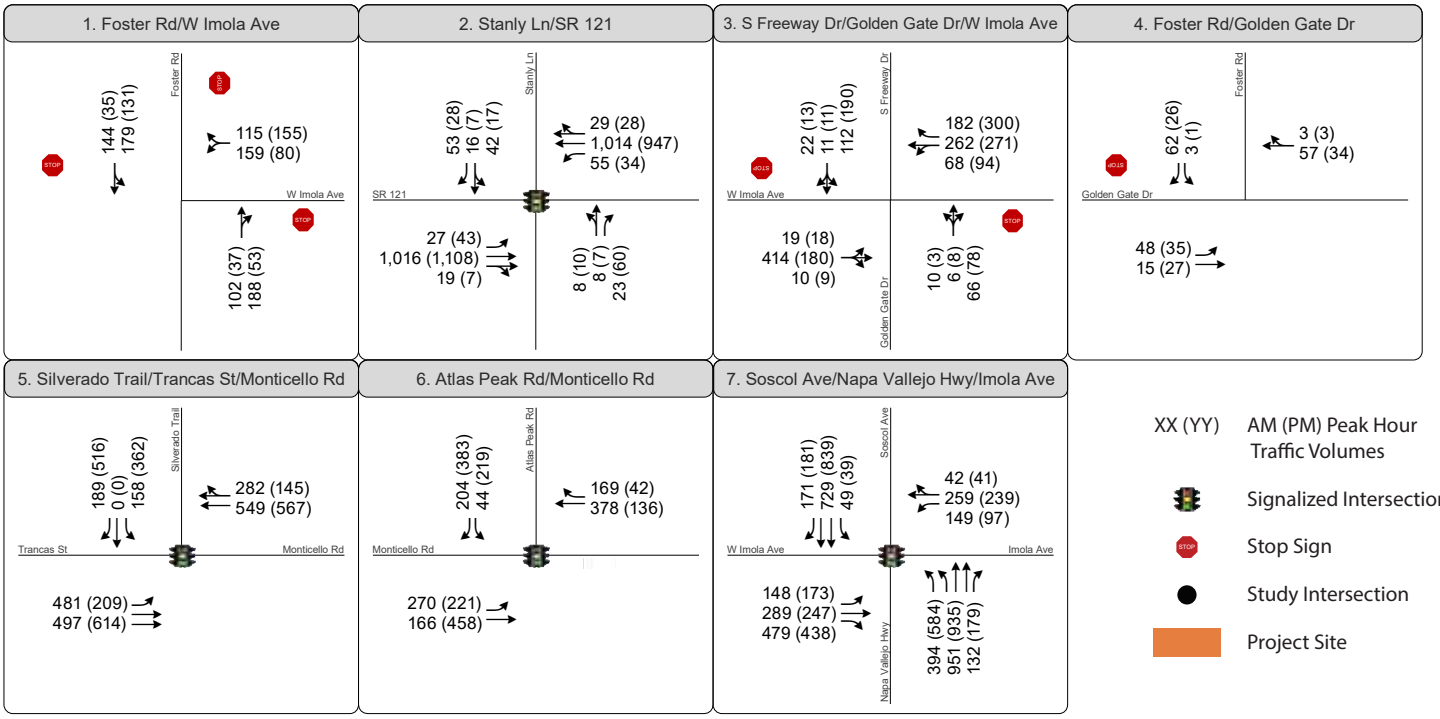


Figure 2

Existing Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations

Figure 3A

Foster Road Sites and Gateway Trip Distributions

Figure 3B

Imola Avenue Sites and Gateway Trip Distributions

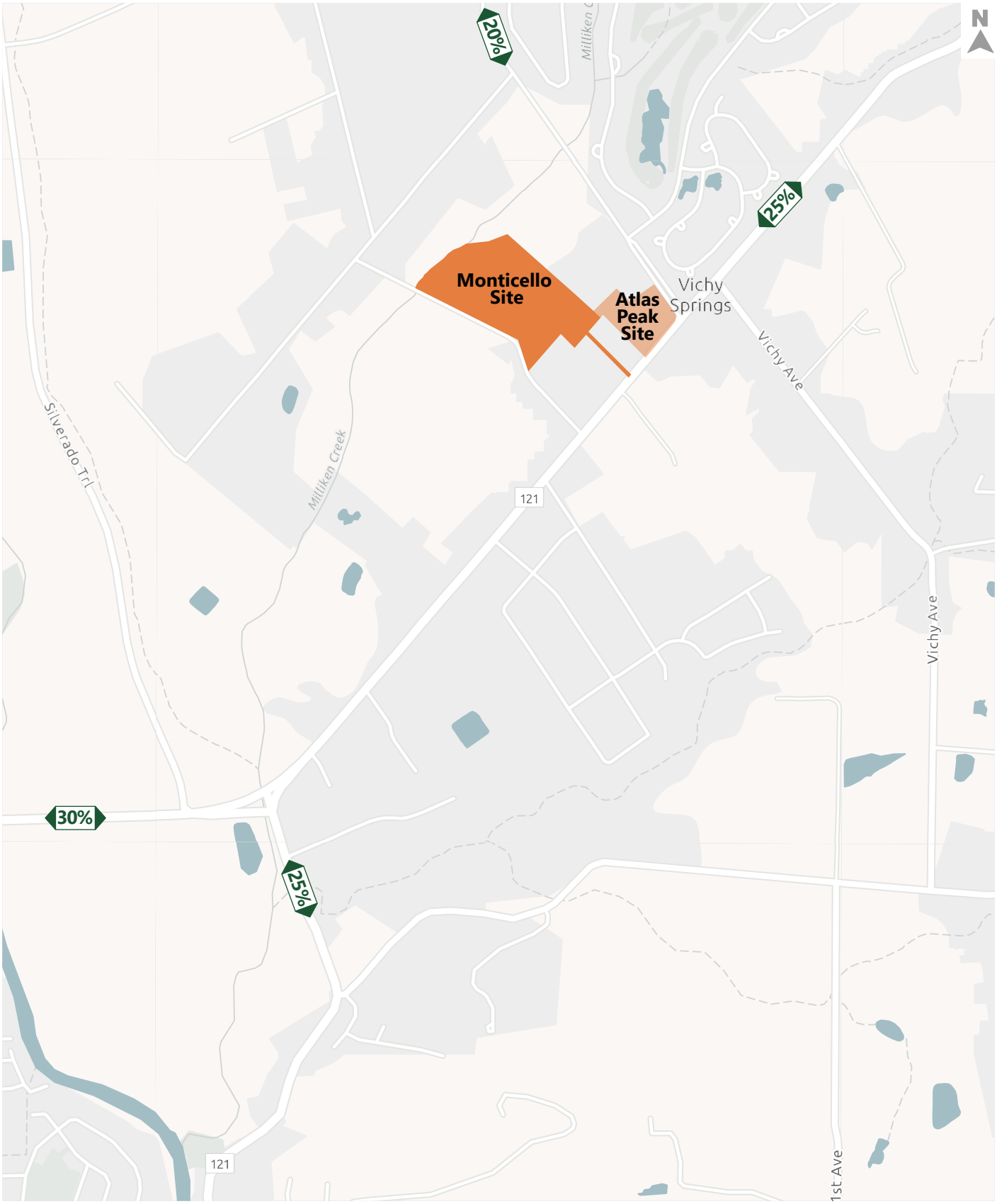


Figure 3C

Monticello Site and Gateway Trip Distributions

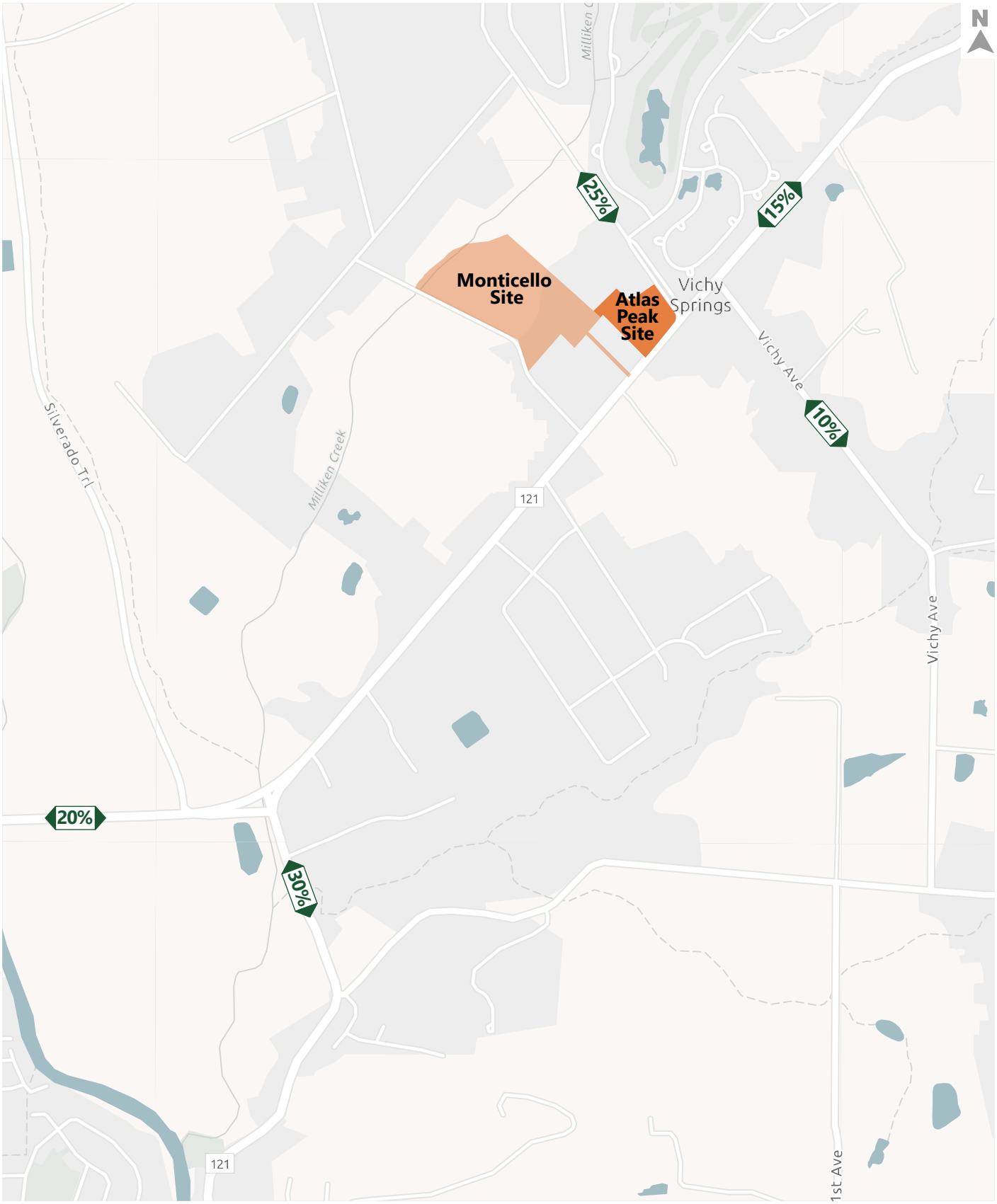


Figure 3D

Atlas Peak Site and Gateway Trip Distributions

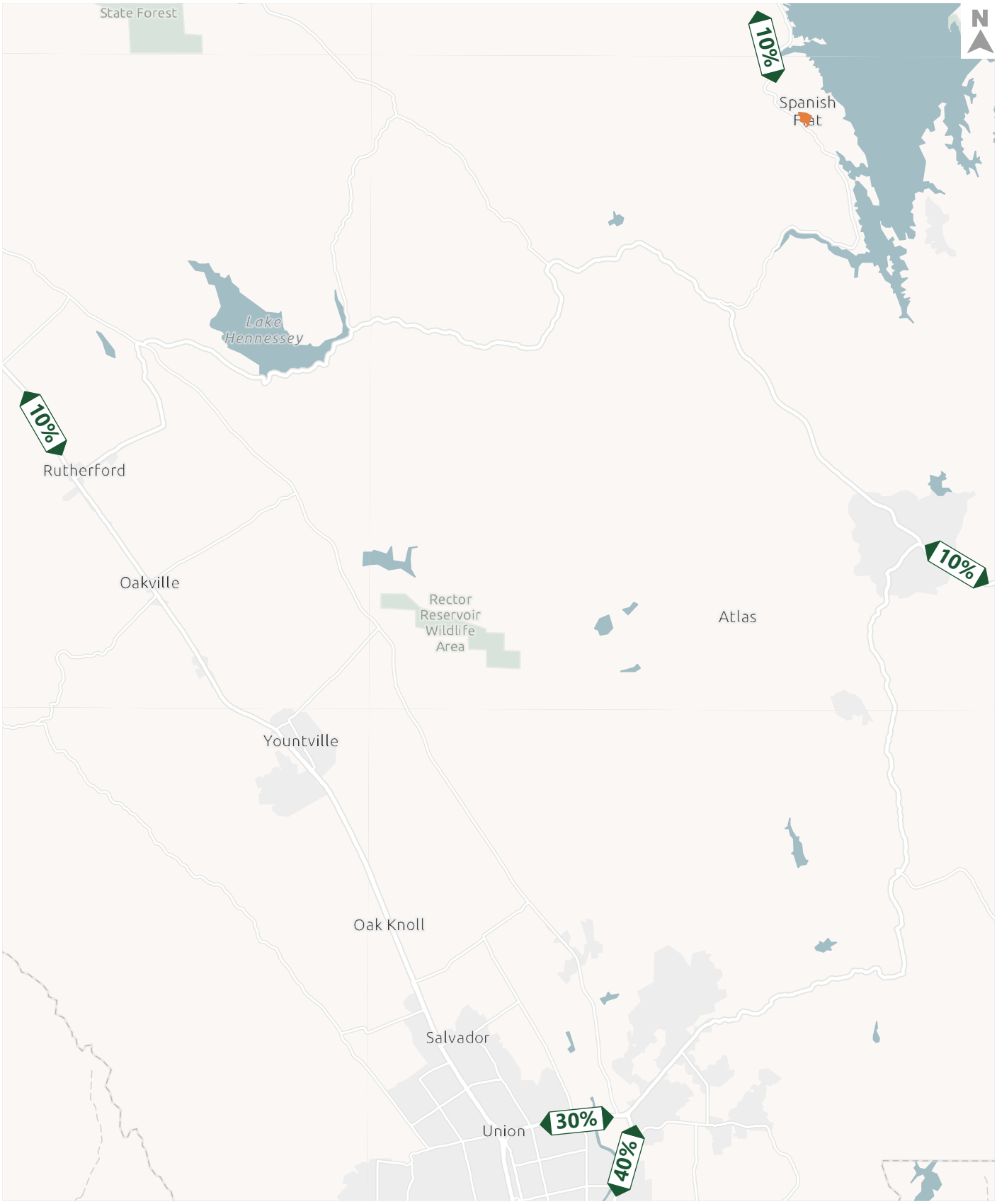
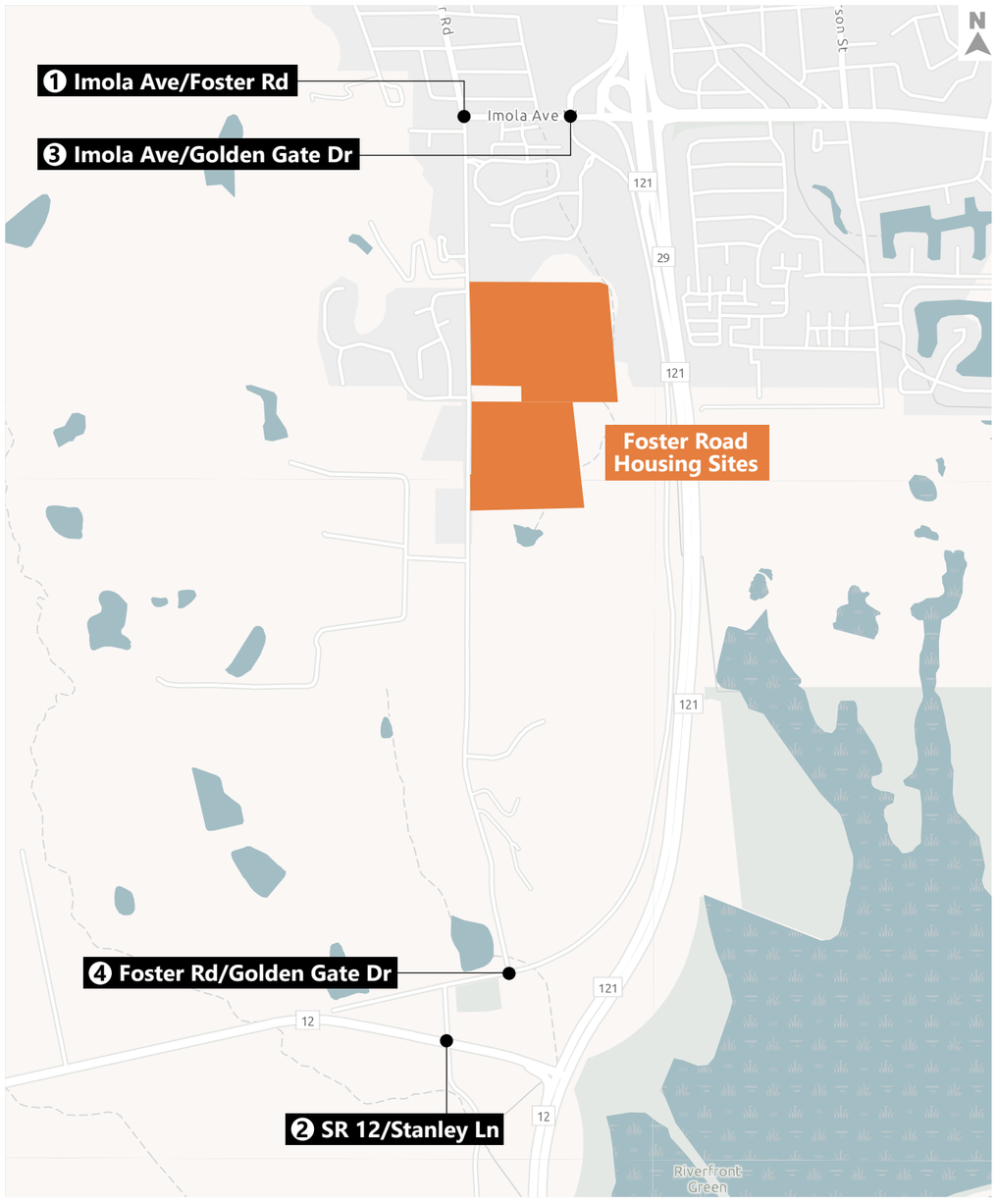
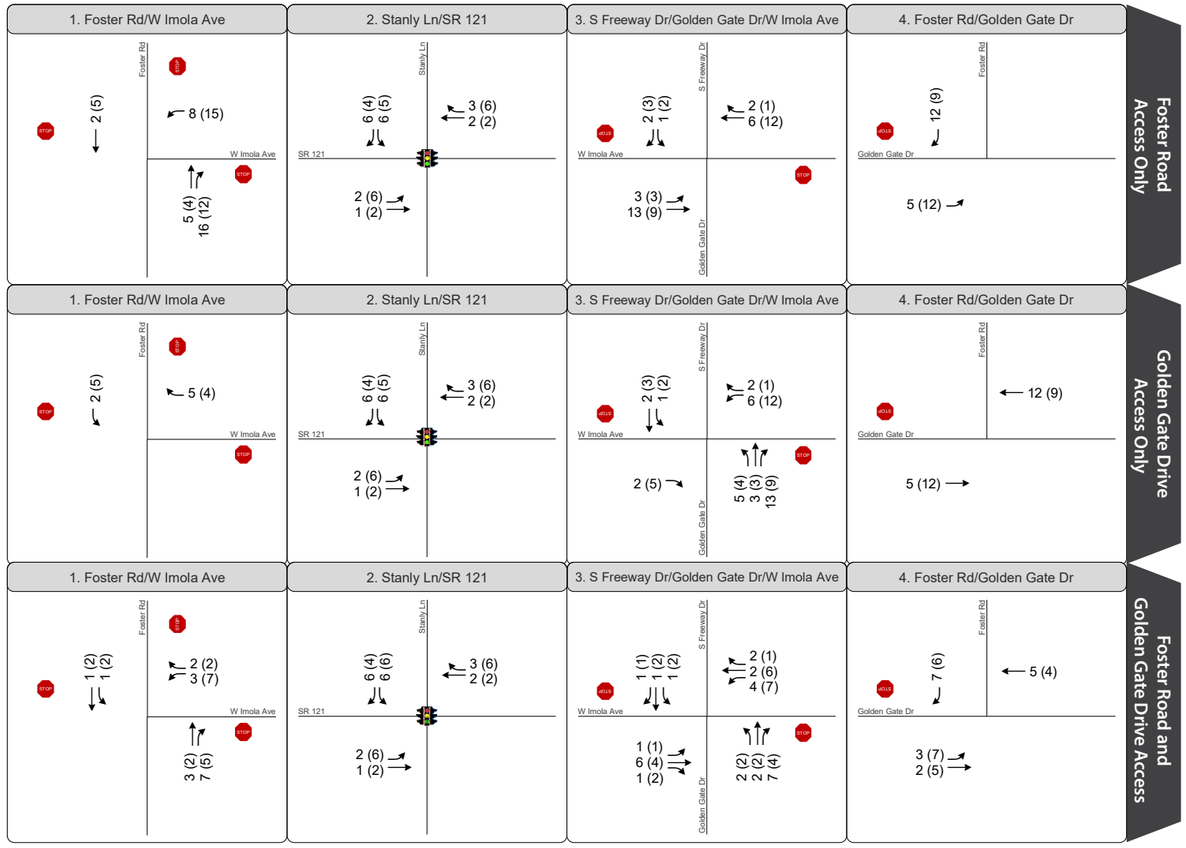


Figure 3E

Spanish Flat Site and Gateway Trip Distributions





XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection

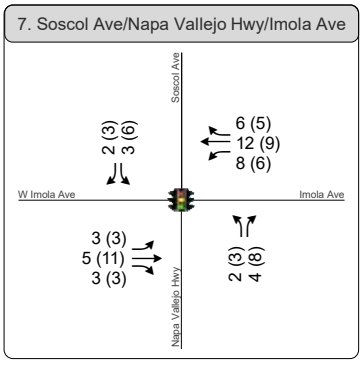
Stop Sign

Study Intersection

Project Site

Figure 4A

Project Trip Assignment — Foster Road Housing Sites



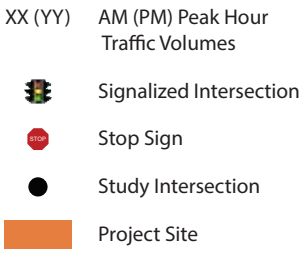
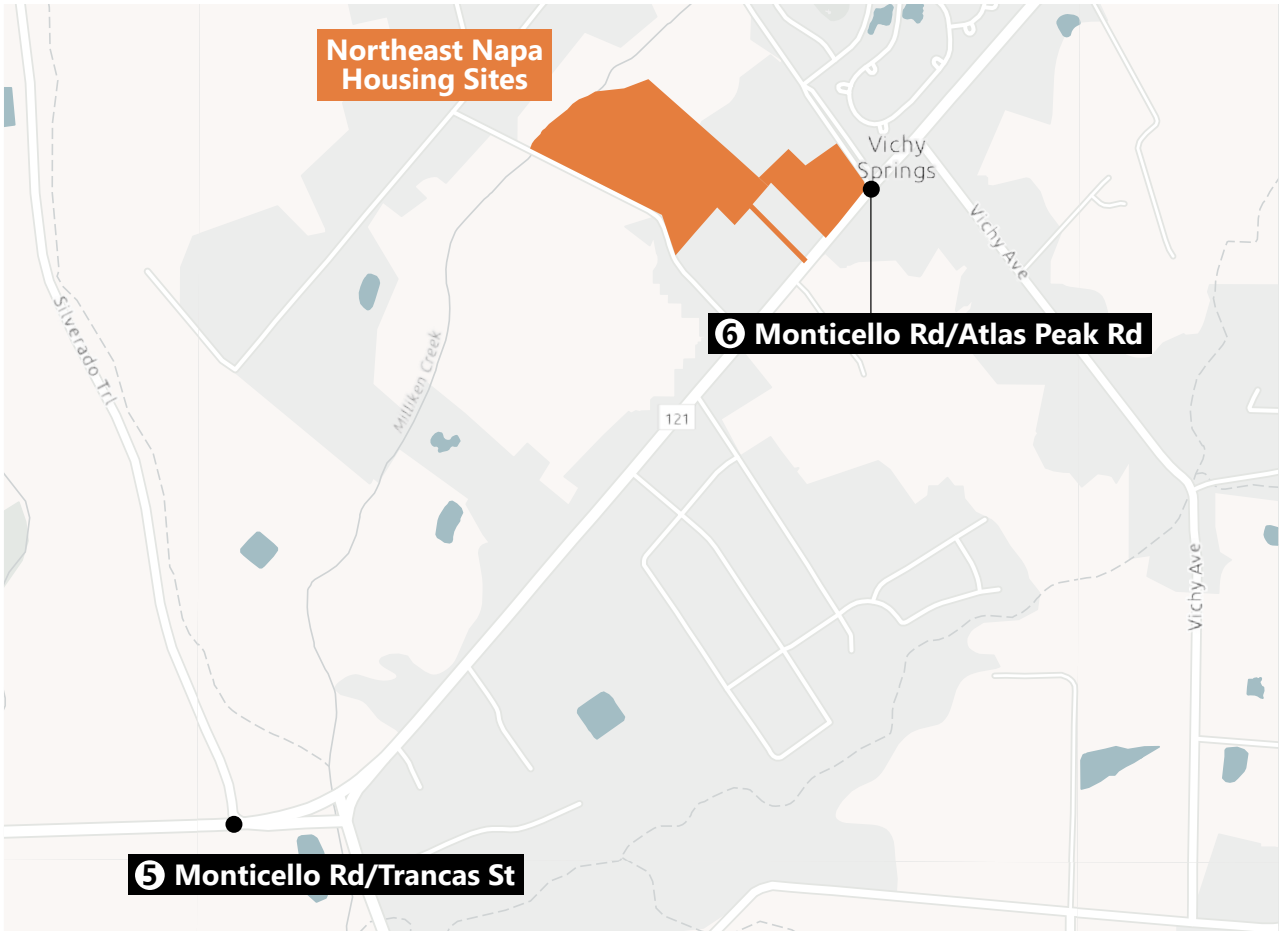
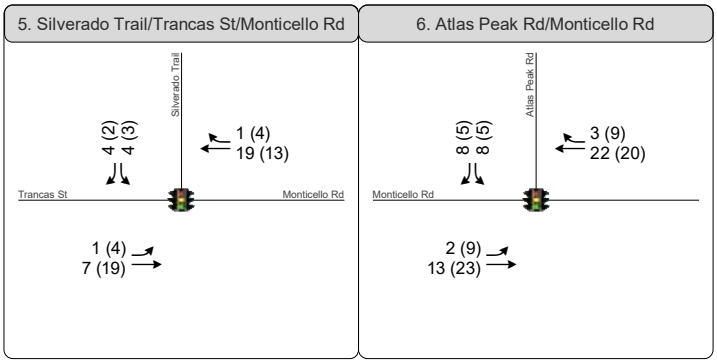


Figure 4B

Project Trip Assignment — Imola Avenue Housing Site





XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection

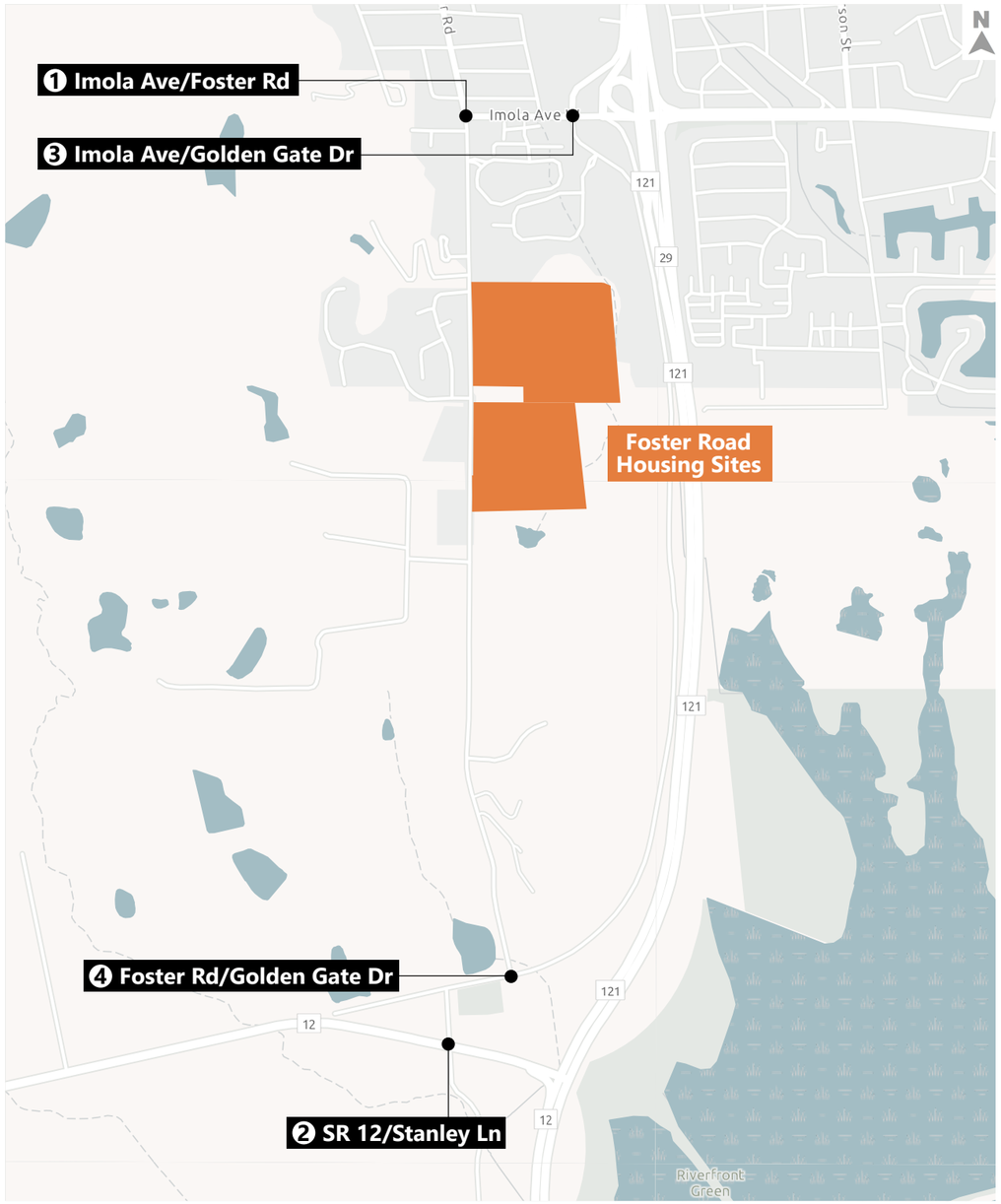
Stop Sign

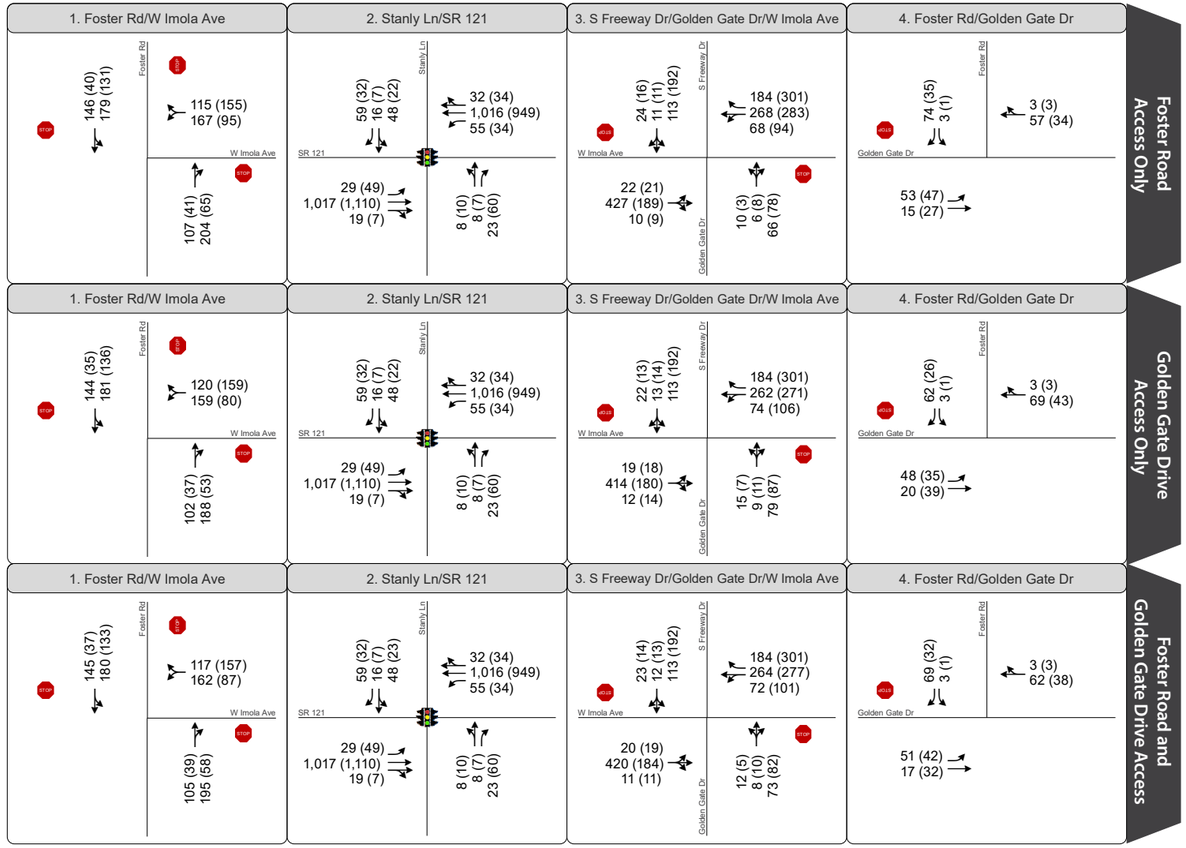
Study Intersection

Project Site

Figure 4C

Project Trip Assignment — Northeast Napa Housing Sites





XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection

Stop Sign

Study Intersection

Project Site

Figure 5A

Existing with Project Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations — Foster Road Housing Sites

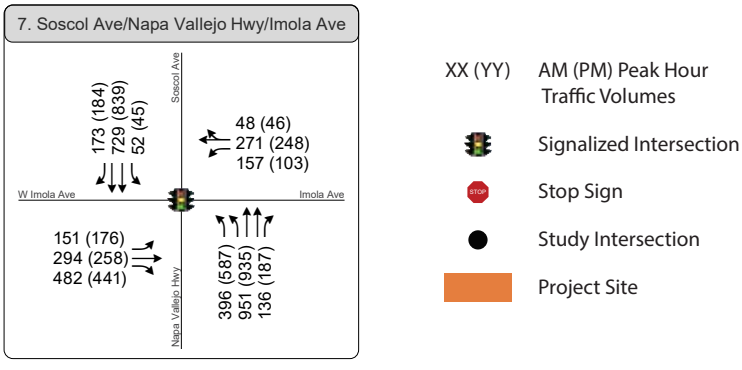
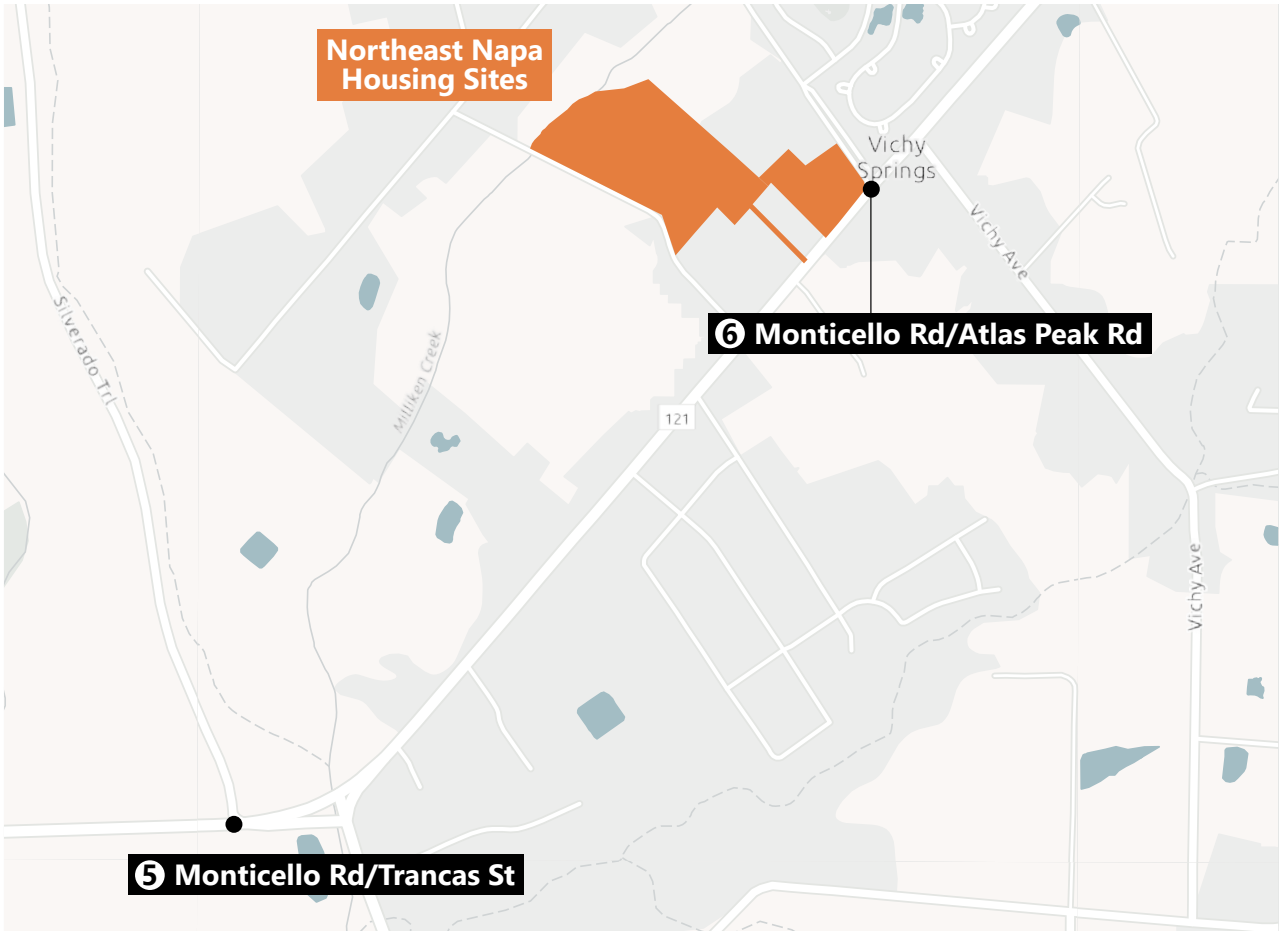
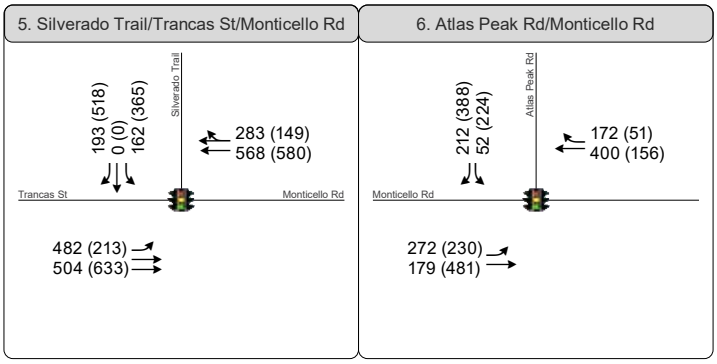


Figure 5B

Existing with Project Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations — Imola Avenue Housing Site





XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection

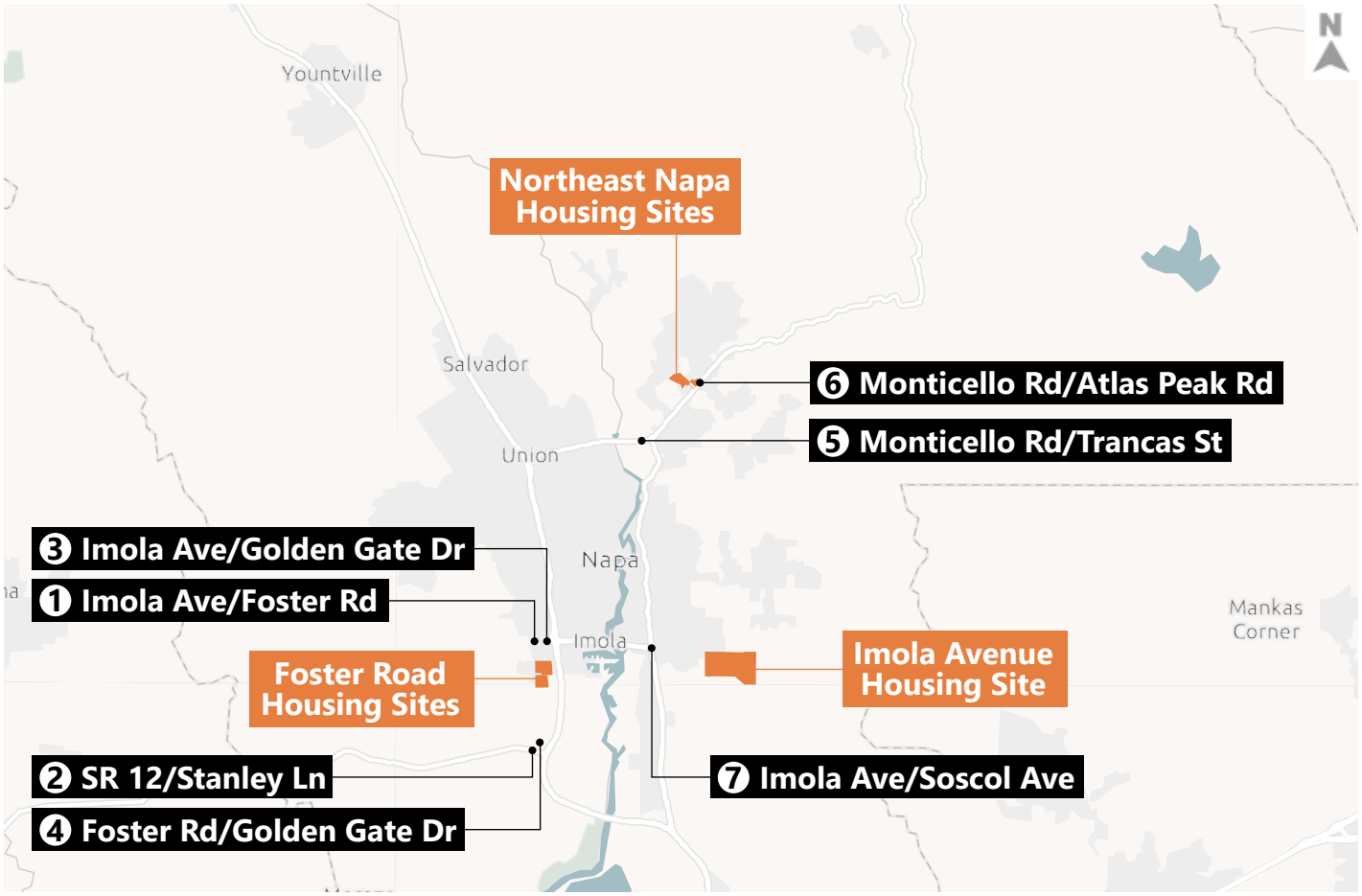
Stop Sign

Study Intersection

Project Site

Figure 5C

Existing with Project Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations — Northeast Napa Housing Sites



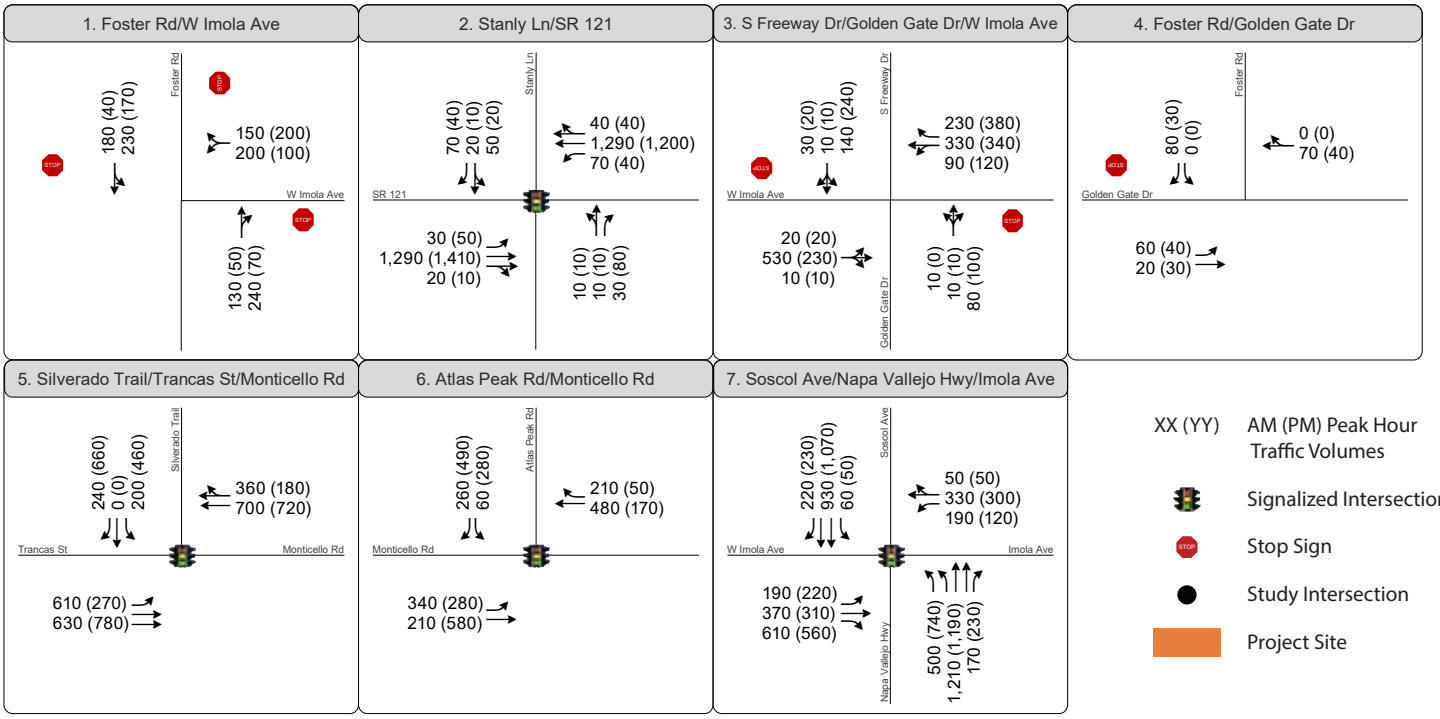
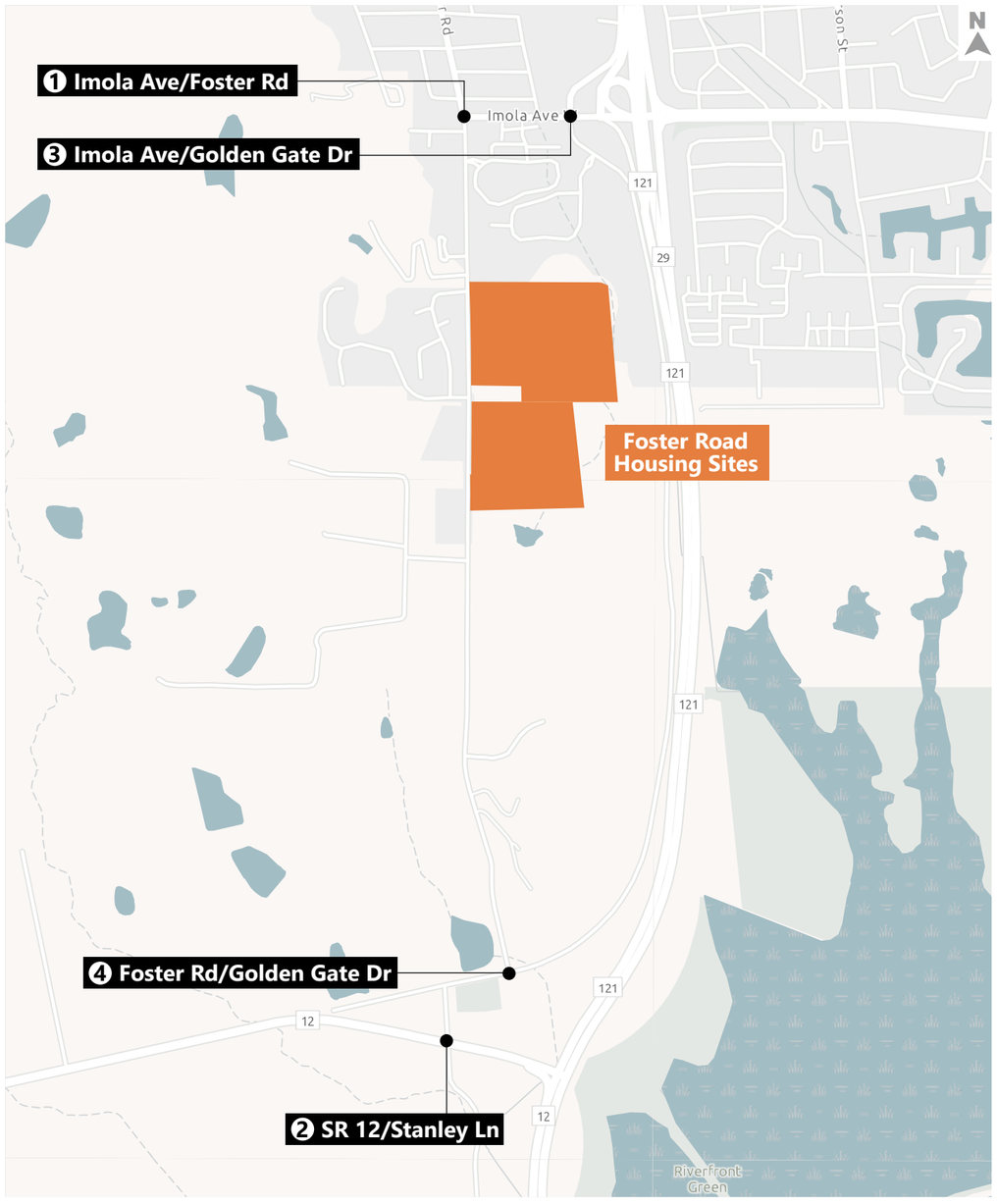
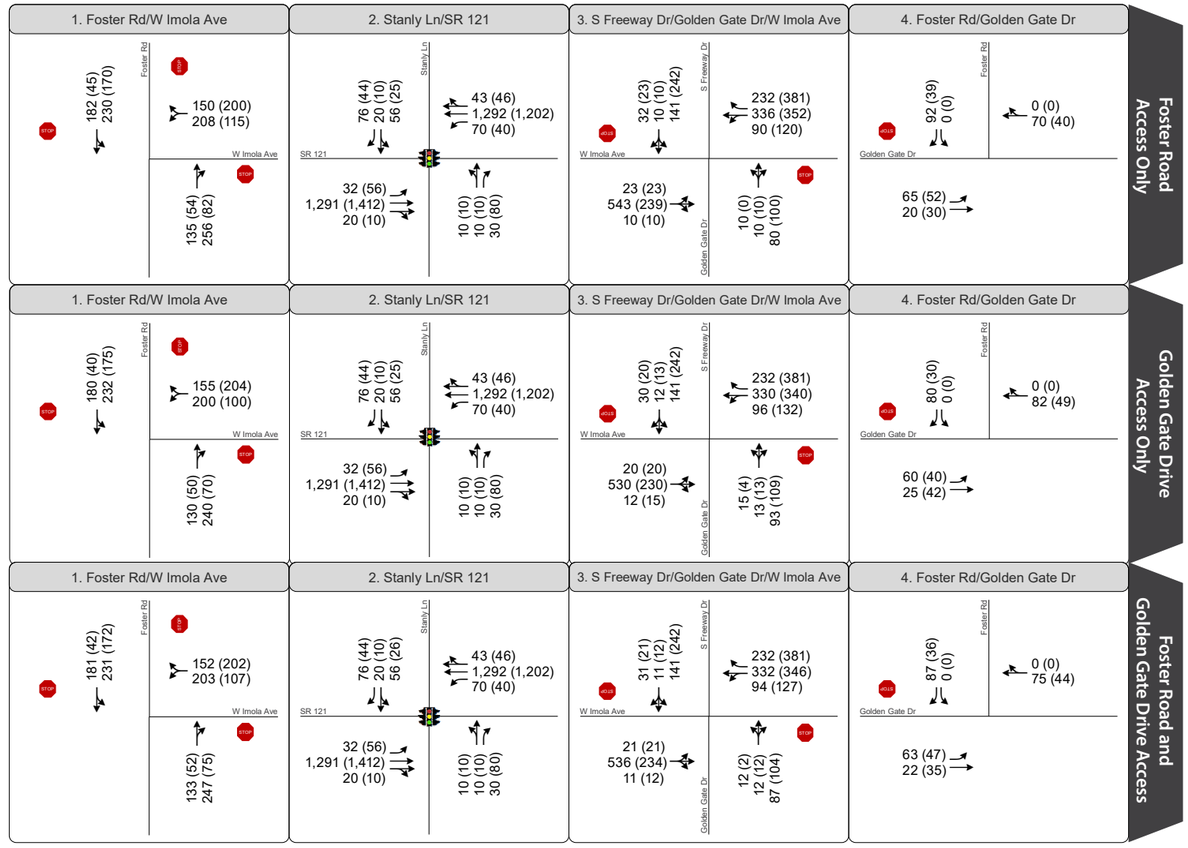


Figure 6

Cumulative (without Project) Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations





XX (YY) AM (PM) Peak Hour Traffic Volumes

Signalized Intersection

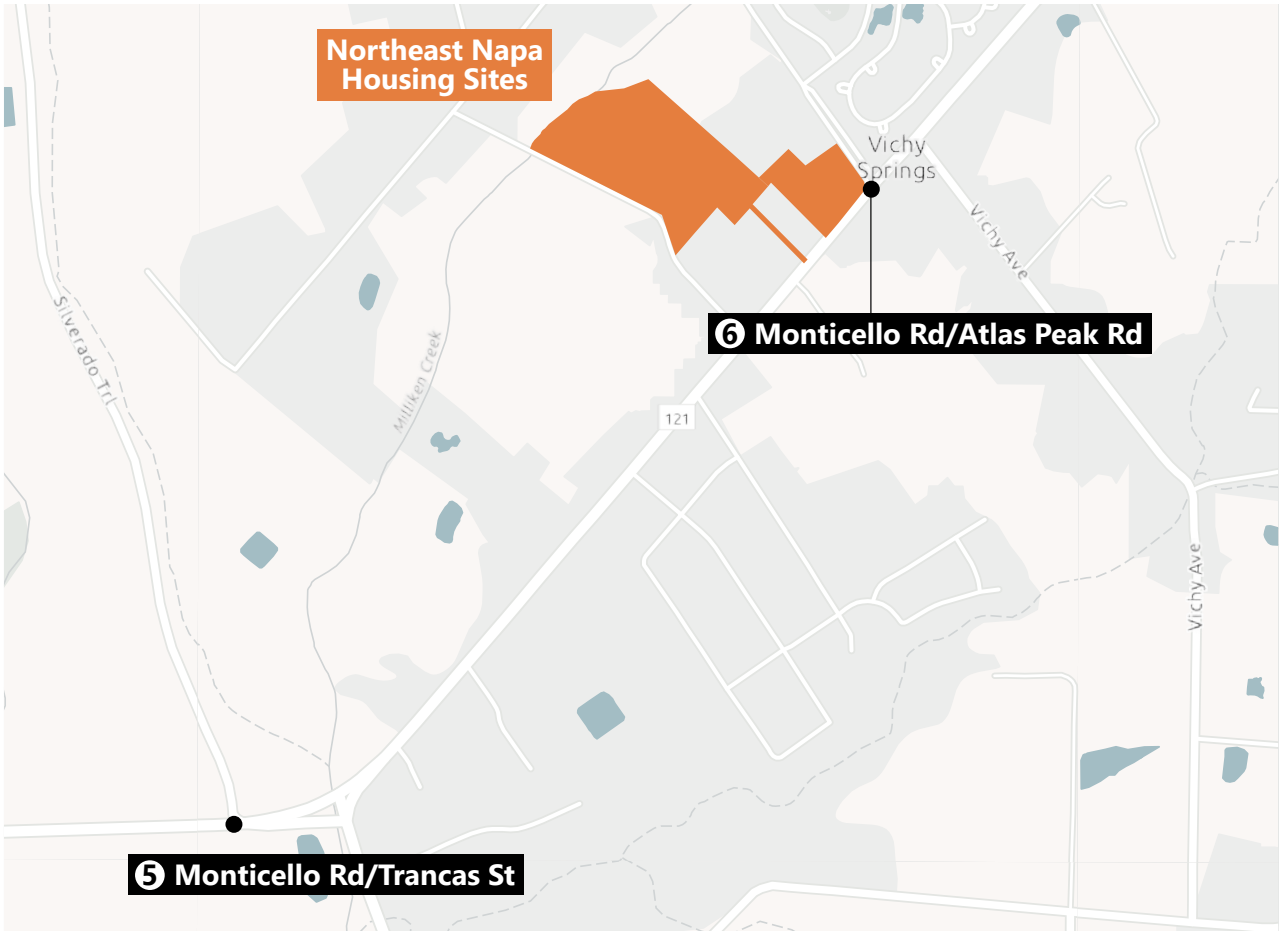
Stop Sign

Study Intersection

Project Site

Figure 7A

Cumulative with Project Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations — Foster Road Housing Sites



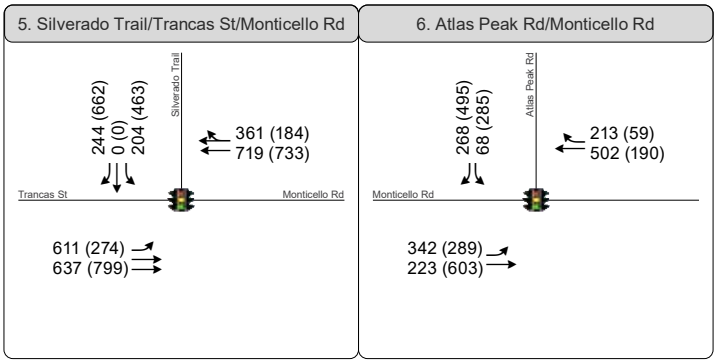


Figure 7C

Cumulative with Project Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations — Northeast Napa Housing Sites

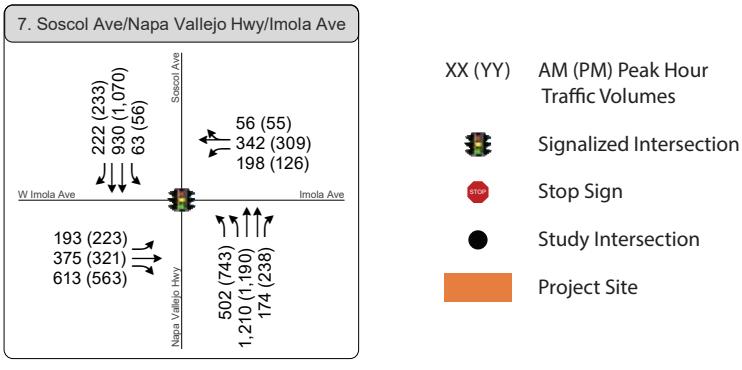


Figure 7B

Cumulative with Project Conditions Peak Hour Intersection Control, Volumes, and Lane Configurations — Imola Avenue Housing Site

Appendix C

Revised Draft EIR Appendix C - Roadway Noise Calculations

SITE	UNITS	ITE LAND USE	TRIPS	LINK	NOTES	PERCENT	VOLUME
Spanish Flat	100 units	215	720	Berryessa-Knoxville Rd	(south to Napa)	75%	540
		Single-Family (attached)		Berryessa-Knoxville Rd	(north to Lake County)	25%	180
		(based on stated density of up to 20 du/acre)					
Northeast Napa	183 units total						
1806 Montecello Road	100 units	220	674	Hedgeside Ave	(west to McKinley Rd)	35%	236
		Multi-Family (Low-Rise)		McKinley Rd	(from above, north to Estee Ave)	35%	236
		(based on stated density of 20-25 du/acre)		Estee Ave	(from McKinley above, north to Hardman Ave)	15%	101
				McKinley Rd	(from McKinley above, north to golf course)	20%	135
				Hedgeside Ave	(east to Monticello Rd)	65%	438
				SR121/Monticello Rd	(from above, south to Napa)	40%	270
				SR121/Monticello Rd	(from above, north to Winters)	25%	169
1011 Atlas Peak Road	58 units	220	391	Atlas Peak Rd	(north to golf course)	25%	98
		Multi-Family (Low-Rise)		SR121/Monticello Rd	(south to Napa)	50%	196
		(based on stated density of 20-25 du/acre)		SR121/Monticello Rd	(north to Winters)	15%	59
				Vichy Ave	(south to Hagen Rd)	20%	78
2030 Big Ranch Road	25 units	220	169	Big Ranch Rd	(north to El Centro Ave)	15%	25
		Multi-Family (Low-Rise)		Soscol Ave	(south to Napa)	35%	59
		(based on stated density of 20-25 du/acre)		Trancas St	(west to SR29)	35%	59
				Trancas St	(east to Silverado Trail)	15%	25
Imola Avenue	100 units	215	720	Imola Ave	(west to Soscol Ave)	85%	612
		Single-Family (attached)		4th Ave	(north to Coombsville Rd)	15%	108
		(based on stated density of up to 20 du/acre)					
Foster Road	100 units	215	720	Foster Rd	(north to Imola Ave)	75%	540
		Single-Family (attached)		Imola Ave	(from above, west to SR29)	50%	360
		(based on stated density of up to 20 du/acre)		Foster Rd	(from Imola above, north to Old Sonoma Rd)	25%	180
				Foster Rd	(south to Golden Gate Dr)	25%	180
				Golden Gate Dr / Stanly Ln	(from Foster above, south to Sonoma Hwy)	25%	180
				Sonoma Hwy	(from Stanly above, west to Sonoma County)	15%	108

Existing

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Imola	Foster	S. Freeway	419	97	406.43	2	8.38	1	4.19	30	48	30	48	30	48	58.5	52.2	56.4	61.1	40	56.9	6.2	20.3	
SR121	Cuttings Wharf	Stanly	2143	97	2078.7	2	42.86	1	21.43	55	88	55	88	55	88	73.1	63.4	65.9	74.3	40	70.0	126.4	414.9	
Imola	Golden Gate	Jefferson	1113	97	1079.6	2	22.26	1	11.13	35	56	35	56	35	56	64.6	57.5	61.2	66.8	40	62.5	22.7	74.6	
Foster	Golden Gate	Hilton	65	97	63.05	2	1.3	1	0.65	25	40	25	40	25	40	48.1	42.9	47.5	51.5	40	47.2	0.7	2.2	
Monticello Rd	Silverado Trail	Atlas Peak	1688	97	1637.4	2	33.76	1	16.88	40	64	40	64	40	64	68.1	60.2	63.6	69.9	40	65.7	46.5	152.6	
Monticello Rd	Atlas Peak	Vichy	855	97	829.35	2	17.1	1	8.55	40	64	40	64	40	64	65.2	57.3	60.6	67.0	40	62.7	23.6	77.3	
Imola	Soscal	Cedar Dr.	842	97	816.74	2	16.84	1	8.42	35	56	35	56	35	56	63.4	56.3	60.0	65.6	40	61.3	17.2	56.5	

Assumptions: Fehr & Peers LOS Analysis 2022

Existing + Project (Foster Road Access)

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak	from:			%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Imola	Foster	S. Freeway	446	97	432.62	2	8.92	1	4.46	30	48	30	48	30	48	58.7	52.5	56.6	61.4	40	57.2	6.6	21.6	0.3
SR121	Cuttings Wharf	Stanly	2157	97	2092.3	2	43.14	1	21.57	55	88	55	88	55	88	73.2	63.4	65.9	74.3	40	70.0	127.3	417.6	0.0
Imola	Golden Gate	Jefferson	1137	97	1102.9	2	22.74	1	11.37	35	56	35	56	35	56	64.7	57.6	61.3	66.9	40	62.6	23.2	76.3	
Foster	Golden Gate	Hilton	86	97	83.42	2	1.72	1	0.86	25	40	25	40	25	40	49.3	44.1	48.7	52.7	40	48.4	0.9	2.9	
Monticello Rd	Silverado Trail	Atlas Peak	1727	97	1675.2	2	34.54	1	17.27	40	64	40	64	40	64	68.2	60.3	63.7	70.0	40	65.8	47.6	156.1	
Monticello Rd	Atlas Peak	Vichy	912	97	884.64	2	18.24	1	9.12	40	64	40	64	40	64	65.4	57.5	60.9	67.2	40	63.0	25.1	82.4	
Imola	Soscal	Cedar Dr.	887	97	860.39	2	17.74	1	8.87	35	56	35	56	35	56	63.7	56.5	60.2	65.8	40	61.6	18.1	59.5	

Assumptions: Fehr & Peers LOS Analysis 2022

Existing + Project (Golden Gate Drive Access)

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak	from:			%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Imola	Foster	S. Freeway	428	97	415.16	2	8.56	1	4.28	30	48	30	48	30	48	58.6	52.3	56.4	61.2	40	57.0	6.3	20.7	-13.0
SR121	Cuttings Wharf	Stanly	2157	97	2092.3	2	43.14	1	21.57	55	88	55	88	55	88	73.2	63.4	65.9	74.3	40	70.0	127.3	417.6	7.4
Imola	Golden Gate	Jefferson	1137	97	1102.9	2	22.74	1	11.37	35	56	35	56	35	56	64.7	57.6	61.3	66.9	40	62.6	23.2	76.3	
Foster	Golden Gate	Hilton	65	97	63.05	2	1.3	1	0.65	25	40	25	40	25	40	48.1	42.9	47.5	51.5	40	47.2	0.7	2.2	
Monticello Rd	Silverado Trail	Atlas Peak	1727	97	1675.2	2	34.54	1	17.27	40	64	40	64	40	64	68.2	60.3	63.7	70.0	40	65.8	47.6	156.1	
Monticello Rd	Atlas Peak	Vichy	912	97	884.64	2	18.24	1	9.12	40	64	40	64	40	64	65.4	57.5	60.9	67.2	40	63.0	25.1	82.4	
Imola	Soscal	Cedar Dr.	887	97	860.39	2	17.74	1	8.87	35	56	35	56	35	56	63.7	56.5	60.2	65.8	40	61.6	18.1	59.5	

Assumptions: Fehr & Peers LOS Analysis 2022

Existing + Project (Combined Access)

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak	from:			%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Imola	Foster	S. Freeway	435	97	421.95	2	8.7	1	4.35	30	48	30	48	30	48	58.6	52.4	56.5	61.3	40	57.0	6.4	21.0	-13.0
SR121	Cuttings Wharf	Stanly	2157	97	2092.3	2	43.14	1	21.57	55	88	55	88	55	88	73.2	63.4	65.9	74.3	40	70.0	127.3	417.6	7.4
Imola	Golden Gate	Jefferson	1137	97	1102.9	2	22.74	1	11.37	35	56	35	56	35	56	64.7	57.6	61.3	66.9	40	62.6	23.2	76.3	
Foster	Golden Gate	Hilton	78	97	75.66	2	1.56	1	0.78	25	40	25	40	25	40	48.9	43.7	48.3	52.3	40	48.0	0.8	2.6	
Monticello Rd	Silverado Trail	Atlas Peak	1727	97	1675.2	2	34.54	1	17.27	40	64	40	64	40	64	68.2	60.3	63.7	70.0	40	65.8	47.6	156.1	
Monticello Rd	Atlas Peak	Vichy	912	97	884.64	2	18.24	1	9.12	40	64	40	64	40	64	65.4	57.5	60.9	67.2	40	63.0	25.1	82.4	
Imola	Soscal	Cedar Dr.	887	97	860.39	2	17.74	1	8.87	35	56	35	56	35	56	63.7	56.5	60.2	65.8	40	61.6	18.1	59.5	

Assumptions: Fehr & Peers LOS Analysis 2022

Cumulative No Project

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Imola	Foster	S. Freeway	540	97	523.8	2	10.8	1	5.4	30	48	30	48	30	48	59.6	53.3	57.5	62.2	40	58.0	8.0	26.1	
SR121	Cuttings Wharf	Stanly	2720	97	2638.4	2	54.4	1	27.2	55	88	55	88	55	88	74.2	64.5	66.9	75.3	40	71.0	160.5	526.6	
Imola	Golden Gate	Jefferson	1410	97	1367.7	2	28.2	1	14.1	35	56	35	56	35	56	65.7	58.5	62.2	67.8	40	63.6	28.8	94.6	
Foster	Golden Gate	Hilton	70	97	67.9	2	1.4	1	0.7	25	40	25	40	25	40	48.4	43.2	47.9	51.8	40	47.5	0.7	2.4	
Monticello Rd	Silverado Trail	Atlas Peak	2140	97	2075.8	2	42.8	1	21.4	40	64	40	64	40	64	69.2	61.3	64.6	70.9	40	66.7	59.0	193.4	
Monticello Rd	Atlas Peak	Vichy	1080	97	1047.6	2	21.6	1	10.8	40	64	40	64	40	64	66.2	58.3	61.6	68.0	40	63.7	29.8	97.6	
Imola	Soscal	Cedar Dr.	842	97	816.74	2	16.84	1	8.42	35	56	35	56	35	56	63.4	56.3	60.0	65.6	40	61.3	17.2	56.5	

Assumptions: Fehr & Peers LOS Analysis 2022

Cumulative + Project (Foster Road Access)

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Imola	Foster	S. Freeway	567	97	549.99	2	11.34	1	5.67	30	48	30	48	30	48	59.8	53.5	57.7	62.5	40	58.2	8.4	27.4	
SR121	Cuttings Wharf	Stanly	2734	97	2652	2	54.68	1	27.34	55	88	55	88	55	88	74.2	64.5	66.9	75.3	40	71.1	161.3	529.3	
Imola	Golden Gate	Jefferson	1434	97	1391	2	28.68	1	14.34	35	56	35	56	35	56	65.7	58.6	62.3	67.9	40	63.6	29.3	96.2	
Foster	Golden Gate	Hilton	91	97	88.27	2	1.82	1	0.91	25	40	25	40	25	40	49.6	44.4	49.0	52.9	40	48.7	0.9	3.1	
Monticello Rd	Silverado Trail	Atlas Peak	2179	97	2113.6	2	43.58	1	21.79	40	64	40	64	40	64	69.2	61.3	64.7	71.0	40	66.8	60.0	197.0	
Monticello Rd	Atlas Peak	Vichy	1137	97	1102.9	2	22.74	1	11.37	40	64	40	64	40	64	66.4	58.5	61.8	68.2	40	63.9	31.3	102.8	
Imola	Soscal	Cedar Dr.	1105	97	1071.9	2	22.1	1	11.05	35	56	35	56	35	56	64.6	57.5	61.2	66.8	40	62.5	22.6	74.1	

Assumptions: Fehr & Peers LOS Analysis 2022

Cumulative + Project (Golden Gate Drive Access)

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)
Imola	Foster	S. Freeway	549	97	532.53	2	10.98	1	5.49	30	48	30	48	30	48	59.6	53.4	57.5	62.3	40	58.1	8.1	26.5
SR121	Cuttings Wharf	Stanly	2734	97	2652	2	54.68	1	27.34	55	88	55	88	55	88	74.2	64.5	66.9	75.3	40	71.1	161.3	529.3
Imola	Golden Gate	Jefferson	1434	97	1391	2	28.68	1	14.34	35	56	35	56	35	56	65.7	58.6	62.3	67.9	40	63.6	29.3	96.2
Foster	Golden Gate	Hilton	70	97	67.9	2	1.4	1	0.7	25	40	25	40	25	40	48.4	43.2	47.9	51.8	40	47.5	0.7	2.4
Monticello Rd	Silverado Trail	Atlas Peak	2179	97	2113.6	2	43.58	1	21.79	40	64	40	64	40	64	69.2	61.3	64.7	71.0	40	66.8	60.0	197.0
Monticello Rd	Atlas Peak	Vichy	1137	97	1102.9	2	22.74	1	11.37	40	64	40	64	40	64	66.4	58.5	61.8	68.2	40	63.9	31.3	102.8
Imola	Soscal	Cedar Dr.	1105	97	1071.9	2	22.1	1	11.05	35	56	35	56	35	56	64.6	57.5	61.2	66.8	40	62.5	22.6	74.1
	Assumptions:	Fehr & Peers LOS Analysis 2022																					

Cumulative + Project (Combined Access)

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Autc k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)
Imola	Foster	S. Freeway	556	97	539.32	2	11.12	1	5.56	30	48	30	48	30	48	59.7	53.4	57.6	62.4	40	58.1	8.2	26.9
SR121	Cuttings Wharf	Stanly	2734	97	2652	2	54.68	1	27.34	55	88	55	88	55	88	74.2	64.5	66.9	75.3	40	71.1	161.3	529.3
Imola	Golden Gate	Jefferson	1434	97	1391	2	28.68	1	14.34	35	56	35	56	35	56	65.7	58.6	62.3	67.9	40	63.6	29.3	96.2
Foster	Golden Gate	Hilton	70	97	67.9	2	1.4	1	0.7	25	40	25	40	25	40	48.4	43.2	47.9	51.8	40	47.5	0.7	2.4
Monticello Rd	Silverado Trail	Atlas Peak	2179	97	2113.6	2	43.58	1	21.79	40	64	40	64	40	64	69.2	61.3	64.7	71.0	40	66.8	60.0	197.0
Monticello Rd	Atlas Peak	Vichy	1137	97	1102.9	2	22.74	1	11.37	40	64	40	64	40	64	66.4	58.5	61.8	68.2	40	63.9	31.3	102.8
Imola	Soscal	Cedar Dr.	1105	97	1071.9	2	22.1	1	11.05	35	56	35	56	35	56	64.6	57.5	61.2	66.8	40	62.5	22.6	74.1
	Assumptions:	Fehr & Peers LOS Analysis 2022																					

Appendix D

Transcript of Planning Commission Draft EIR Comment Session

NAPA COUNTY

PLANNING COMMISSION

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TRANSCRIPT OF PUBLIC QUESTIONS AND COMMENTS

RE: HOUSING DEVELOPMENT UPDATE

OCTOBER 5, 2022

(54:13 to 1:39:21)

Reported by:

Connie J. Parchman, RPR, CRR, CSR 6137

JAN BROWN & ASSOCIATES

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A P P E A R A N C E S

Commissioners Present:

Megan Damron, Chair

Joelle Gallagher

Anne Catrell

Commisioners Absent:

Andrew Mazott

Dave Whitmer

--oOo--

OCTOBER 5, 2022 MEETING

P R O C E E D I N G S

---OOO---

(Proceedings prior to 54:13 not transcribed.)

TREVOR HAWKES: We'll bring it back to the commission. Jillian and I are here and happy to receive comments on the environmental analysis, to answer any questions. And obviously we request that the commission conduct a public meeting and allow public comments on this item as well.

Thank you.

COMMISSION CHAIR DAMERON: Thank you, Mr. Hawkes. And thank you, Jill.

Commissioner Cantrell?

COMMISSIONER CATRELL: Thank you, Chair. And thank you Trevor and Jill for the presentation.

I know that the main goal today is to make sure that we're receiving public comment, but I did want to take the opportunity to ask a couple questions about what we just heard.

So one of the -- I think just sort of aside from specific sites right now, I think what I was hearing from the environmental analysis in terms of where there are unavoidable impacts, two of them that were mentioned

were the greenhouse gas emissions and the transportation.

And I guess I wanted a little help understanding, because I think as the county and the community, it's been the understanding that putting -- you know, getting more housing in our community will be reducing vehicle miles traveled and miles on the road and shortening people's trips from their homes to their work.

So I'm confused to hear that we're seeing significant and unavoidable impacts for our transportation component as well as the greenhouse gas component.

So can you help me understand why there's that kind of, you know, apparent conflict?

TREVOR HAWKES: Jillian, do you think you can field this one?

JILLIAN FEYK-MINEY: Yeah, sure thing.

So, the -- I definitely understand your question and what you're saying and yes, density does help VMT and helps reduce those impacts.

However under CEQA, there is a threshold that we have to adhere to, to reduce the impacts, you know, 15 percent under, I believe it's existing for this -- for this threshold for the county.

And so basically in unincorporated areas, this can be very difficult to obtain because of limited

transit options and limited effectiveness of measures. Because when all of the densities working in the same area together, that helps the VMT impact go down. But when it's one site out there that is also dense, it kind of helps and hurts at the same times.

So it is kind of more of the technical way that you have to do the analysis under CEQA. That's -- that the impacts are really being -- being shown.

Of course you are correct in acknowledging that densification, you know, is the goal of the state, you know, guidelines and programs and regulations that will eventually reduce VMT overall.

COMMISSIONER CATRELL: Got it. Okay. Yeah, that does. Thank you.

TREVOR HAWKES: If I can actually tack onto the end of that, I would like to just mention something because this isn't captured in the draft environmental impact. Report, but you know, as the commission is aware, we've had some meetings here about the housing element update.

Part of that, the process that we've gone through included RHNA transfers to the City of Napa. About 90 percent of our RHNA was transferred -- I mean, not just to the City of Napa. The city of Napa, the city of American Canyon and Saint -- the City of St. Helena.

You know, so those dwelling units came under the requirement to provide that -- regulatory environment for those to get developed within those cities.

So we're not -- we don't capture that. And of course we're here to talk about the environmental impact to the sites that we have to rezone and how those sites are going to impact. And Jillian's answer was 100 percent correct.

But one of the things that isn't in our environmental analysis is that we have 90 percent of our original RHNA was placed in those cities and helps with that proximity housing that can reduce GHG and, you know, VMT with transportation.

So that's just something I wanted to add on. It is not captured in our analysis, because it -- by doing the RHNA transfers, it no longer became our responsibility for those units.

But transfer in the cities could be looked at as a positive environmental impact -- or more positive than, you know, what we're looking at with some of the sites we have to locate here.

That's just something I wanted to kind of point out.

COMMISSIONER CATRELL: Yeah, thank you. That's really helpful. And I think -- I mean, it sort of sounds

like we're talking about imagining somewhat of an asterisk on this issue of greenhouse gas emission and transportation, that it's because of the specific requirement of the 15 percent reduction that we're flipping into this significant impact. But we're still working toward the long game of reducing those vehicle miles traveled and things like that.

Okay. That's helpful.

And then the other question I had just had to do with figuring out what is the appropriate alternative.

And so understanding staff's decision and consultant's decision in what sites were included or moved.

Also I'm wondering -- because I know in all of those sites, there are specific numbers of units envisioned or some range.

So when the alternatives -- I mean is it possible to -- maybe the question is: Do the number of units come into play in deciding about an alternatives analysis?

Like, you know, if a site is zoned -- or is in the options here as, you know, 100, would an alternative analysis include looking at that site at 50?

Or are we really just trying to do this analysis with maximum numbers of units per site?

TREVOR HAWKES: Jillian?

JILLIAN FEYK-MINEY: Yeah, so, under CEQA, we're -- the point of the alternatives analysis is to identify alternatives that will reduce or eliminate potential significant impacts associated with the project.

And so at the -- kind of at the zoomed-out level that we're looking at, all these things in the programmatic EIR, the -- playing with the number of units is less important than the characteristics around the sites themselves.

So that's why we looked at taking sites away, mixing and matching, that kind of way.

So obviously in my whole spiel, there is a lot of impacts associated with the Imola Avenue site. So that was an obvious -- under CEQA, remove that one and see what happens.

There were also impacts associated with, you know, the historic cultural resources. And so, that was why Foster Road and the Altamura site were also included in the alternatives analysis, to kind of try and reduce that impact as well.

COMMISSIONER CATRELL: Got it. Thank you.

COMMISSION CHAIR DAMERON: Commissioner Gallagher.

COMMISSIONER GALLAGHER: Thanks.

So, being yeah, staying on the greenhouse gas emissions, I'm curious why there wasn't something around solar in the mitigation measure for, you know, 4.8 GHG-1.

Just, I mean, just to comment that maybe we could add something as another possible mitigation measure would be to require solar.

Also something we talked very briefly about at the Housing Element Committee was the impact of passing some kind of a local preference ordinance. That could actually help reduce GHGs if we were able to assure that people who live or work in Napa County would actually have preference for housing, because then you're much more likely to get people who aren't commuting, obviously.

I'm sorry, I don't mean that. I mean we're going to have people living and working in the same place, rather than people who are working outside the county. So doing some kind of local preference ordinance could be helpful with that also.

I was also surprised about the TVM piece, but I think I realize we're so used to looking at wineries and vehicle miles traveled and making sure that that's a condition of approval that, you know, that the TVM reflects the 15 percent reduction. But this is housing

so it is not quite the same as approving a winery, because I was getting confused on that as well.

I also wanted to say we didn't go over the public services and recreation piece because there was nothing that was significant and unavoidable.

But I am curious in that section 4.14 under impact TSR-2, the cumulative impact on parks and recreation. I was curious why the Skyline Park site would not -- would not have been captured there in terms of having -- having impacts on park -- public services and recreation, since that is currently a park.

I think that was pretty much it. But I am curious about that one.

JILLIAN FEYK-MINEY: I can go ahead and field that.

We'll consider the solar and ordinance, those comments, in our response to comments. So thank you for those.

And with regard to what's analyzed in the public services section, CEQA is concerned with a couple things for impacts on public services and parks in particular. And as we know, CEQA's generally focused on physical impacts that could occur based on the construction or provision new park facilities and/or substantial degradation of existing facilities.

So I believe we touched a little bit on this in the draft EIR under the main impacts section of, you know, what would be potential effects of, you know, carving off a little bit of the Skyline Park area.

And I believe we described that, you know, it's a very minimal portion compared to the broader park areas, I don't have the specific acreages that we identified with it or what percent of those or whatever of the park.

But we didn't see that rising to the level of significance where a new park facility would need to be constructed and significant impacts would occur because of that.

But we can also take a look at that again in the response to comments.

COMMISSIONER GALLAGHER: Okay. I think -- I'm seeing that what you're talking about are the -- because of CEQA, the physical impact, then, you know, there are economic impacts to the park itself if that were developed. So I -- and I don't know if that's something that would get addressed in an EIR. So maybe that's just separate.

COMMISSION CHAIR DAMERON: Okay. I believe those are all our questions here.

TREVOR HAWKES: I wanted to come back to a

comment Commissioner Cantrell just had, for a second, on the unit count and the alternatives.

One thing to also remember is what's contained in the policy document, which we are proposing to rezone these with minimum unit requirements on an acreage basis.

And so that's going to impact unit count, obviously, at those locations and kind of prevent, in a lot of cases, from a smaller project going into the -- into any of those sites, if it were to move forward.

COMMISSION CHAIR DAMERON: Okay. So, we will be moving on to public comment.

We'll first take speakers in the room then we'll go to speakers on the phone or Zoom.

And every speaker will have three minutes.

And if anyone in the room wishes to speak, you're welcome to step up to the podium.

Please state your name, where you live, and then your time will begin.

JESSICA McDONALD: Hello my name is Jessica McDonald. I live on Hedgeside Avenue in Napa.

And thank you for taking my comments.

Five acres of impermeable material at the Bishop property on Hedgeside Avenue will displace storm water in that area. That matters for several reasons.

This area is in the MFT water deficient area.

The water that is displaced may not affect -- effectively recharge the groundwater and our wells.

The second reason is during heavy rain events, the water that is displaced could become runoff, which could cause contaminants from this five-acre development to end up in our well water and Milliken Creek.

The third reason, flooding happens regularly at the Bishop site on Hedgeside Avenue because it is in a flood zone.

Removing five acres of sponge, dirt, and replacing it with impermeable construction materials such as roofing and asphalt does not allow storm water to be absorbed. Then combine that with Milliken Creek flooding over its banks, where will the water go?

The new construction project, the HEU will be built to withstand some flooding effect per the DEIR so it acknowledges that there's a problem at the Bishop site. But what about the vulnerability of the existing residents, me and my neighbors.

Support -- the support of a construction project at this location with the potential of so many serious negative impacts to existing residents and environment. It's very concerning.

And yes, there are storm water management tools. But are -- but they are not effective in flooding

events, which will become more frequent due to global warming.

According to a NASA-led study, climate change will likely intensify extreme weather events known as atmospheric rivers.

My concern is that this intense rain will cause flood water and contaminants to travel into neighboring homes, into our well water, and that -- that we use for drinking water as well as Milliken Creek and impact the sensitive and endangered habitat there.

It is a serious concern on so many levels.

Climate change needs to be considered when deciding the location of future developments. The Bishop site on Hedgeside Avenue is very complex and wasn't adequately analyzed considering that all in this location we have flooding, an endangered habitat, Milliken Creek and are water deficient and just butt up right against the wildfire zone.

All other proposed sites do not have a concerning combination of safety and well-being of the existing residents. Flooding, water deficient, water quality and sensitive habitat, and again fire evacuation and right on that edge.

The less constraints there are at a location, the more likely the HEU will be built, which is what we

all want.

Thank you for your time.

COMMISSION CHAIR DAMERON: Thank you, Jessica.

TODD BALLARD: Hello, my name is Todd Ballard. I live at 1093 Hedgeside. Thank you for your time today.

I wanted to address public transportation and access to the Hedgeside site.

As is mentioned numerous time in the Draft EIR, public transportation should be in close proximity to the site.

After visiting all the other sites, it is obvious me that the Skyline and Foster Road sites are much more accessible to public transportation.

If you look at a map, Imola Avenue physically passes by both of these sites.

The existing Napa Vine bus system has a number of routes servicing the greater Imola area. Seemingly only minor modifications would be needed to facilitate these sites.

Conversely, there is no public transportation service either to Monticello or Hedgeside Avenue. The closest service Silverado Plaza, approximately two miles away.

Furthermore, if you've done your site inspections, you would realize the access to Hedgeside

Avenue off Monticello is precarious. Turning left while heading north can be a challenge. You face a blind S-turn 100 yards down Hedgeside. This turn is notorious. The neighborhood knows this and takes great caution when approaching this particular section of Hedgeside.

Hold on. If you're walking or riding a bike, you must be on guard as you approach this section. There are no sidewalks, which increases the danger.

So I ask you: How would residents of the Bishop site seek public transportation? By walking this dangerous section of Hedgeside to access Monticello? How do you plan to address this? Have there been impact studies done?

I close by restating the Skyline and Foster Road sites are much closer and safer to public transportation than the Bishop site.

Please remove this precarious property from your plan.

Thank you.

COMMISSION CHAIR DAMERON: Thank you, Mr. Ballard.

Any other speakers in the room?

J.C. GREENBERG: Good morning, Planning Commission. My name is J.C. Greenberg and I am commenting today as a resident on Hedgeside Avenue.

The Draft Environmental Impact Report did not address the Bishop site proposed housing project in relation to the Eastern Napa residents who depend on the surrounding evacuation routes for their safety.

For numerous years Napa County has experienced simulated evacuation drills of this eastern area of the county. This was replicated through the annual July 3rd firework events at Silverado Country Club.

Thousands would gather for the festivities and then depart for their place of residence elsewhere. This number of visitors represents our current population in the Silverado area, Atlas Peak and Monticello regions, all trying to evacuate when wildfires start, as they did in 2017.

The same July 3rd event proved to Napa county that our rural road systems of Atlas Peak, McKinley, Estee, Hardman, Hedgeside Silverado Trail and Monticello road could not accommodate traffic of such impact.

Vehicles would be lined up across Hedgeside Avenue and the surface streets for several hours while attempting to turn on Monticello Road or Silverado Trail. This congestion was even present while law enforcement provided traffic control at controlled intersections in attempt to expedite the flow of vehicles.

This July 3rd exercise replicates the

congestion problem of our evacuation routes during wildland fires. This threatens the residents of Atlas Peak and Monticello attempting to evacuate, which creates a bottleneck on these lower roads and leaving them stranded on the mountainous roads.

A highlighted point that also was not addressed in the Draft EIR was the difference between two distinctly hazard risks of fire hazard severity zones and evacuation route feasibility.

The geographical area surrounding the proposed Bishop site are classified as very high fire hazard severity zones, which is an evaluation of considered factors such as fire history, existing and potential fuel, predicted flame length, blowing embers, terrain and typical fire weather for the area.

The key missing component here is the number of residents attempting to evacuate a given area with the road systems available.

This modeling has been tested during the July 3rd firework events and during the 2017 Atlas fires where residents of Atlas Peak, Silverado, Monticello, Hardman, Estee, McKinley and Hedgeside were all ordered to evacuate. And unfortunately, we lost lives on Atlas Peak that night of October 8th, 2017.

Planning Commission, I stand here today and I

too agree that we have a need for housing here in Napa county.

Through this Housing Element Update it's paramount that suitable sites are selected that do not complicate problems we're currently trying to overcome, such as fire hazards and evacuations.

The Napa County Board of Supervisors have already committed over $11 million to support our Community Wildfire Protection Plan and clear vegetation along our evacuation roads to improve the problems that currently exist.

Building additional homes in eastern Napa on Bishop site is a step in the wrong direction for our public safety.

Thank you very much.

COMMISSION CHAIR DAMERON: Thank you, Mr. Greenberg.

ASHLEY SHERWANI: Hello. Thank you for taking the time to hear my concerns regarding the Draft Environmental Impact Report.

My name is Ashley Sherwani and I'm a neighbor of the Bishop property.

After reading through 500 pages of the Draft Environmental Impact Report, I feel that there are many unaddressed complications with the Bishop property.

Here are just two of many.

The first glaring issue I notice is a lack of research done on the fire and evacuation impacts of Hedgeside Avenue. The study conducted by Feyr and Peers on the eight critical evacuation zones, which Foster Road and Imola do not fall into, stated that smaller roads feeding into thoroughways, such as Hedgeside to Monticello Road could increase traffic volumes along the roadways serving as evacuation routes.

I bring this up because Hedgeside Avenue is a narrow, rural road that is currently sparsely populated.

Hedgeside Avenue is a road at which the potential Bishop development would be accessed. If you look at figure 3-5 in the DEIR, you can see the five acre parcel not accessible from Monticello Road.

In the case of an evacuation an influx of 200 plus cars, which the Fehr and Peers estimated to be at the Bishop site, trying to evacuate during emergency would highly likely create a bottleneck for the entire neighborhood, as Hedgeside Avenue is how most people enter and exit the neighborhood.

I would like to know why research for evacuation impacts was not conducted for Hedgeside Avenue when Hedgeside poses huge bottleneck risks for the large influx of new cars at the potential Bishop site. And

because there is no study can we expect that the county will make it a priority to properly research that 200-plus additional cars will create a potential deadly bottleneck for all residents during evacuation.

My next large concern is in regards to pedestrian safety and the misalignment of the Napa County General Plan with the potential development of the Bishop site.

Hedgeside Avenue and the Bishop property are located in a rural setting, which as you might know, means we lack little, if any, safe and proper pedestrian and biking facilities.

The Bishop site is also two miles away from the nearest bus stop or grocery store.

In order to bike or walk to the nearest bus stop you must walk or bike along incredibly unsafe conditions on Hedgeside Avenue and Monticello Road.

For example, on Hedgeside Avenue, we have two blind turns along with road which we dub the blind curve or the deadly curve. And at this blind curve there is zero pedestrian walking space on the side of the road, nor is there any bike space or road shoulder. This curve would require extensive road work and modification to make it sufficient for pedestrian and biking safety.

Along with this concern, the lack of pedestrian

and biking facilities does not align with the Napa County General Plan in regards to developing the rural Bishop property. Policy CIR-4 and policy CIR states that the county should reduce greenhouse emissions by building areas of multiunit housing around employment centers, services, transportation hubs, and areas that have access to pedestrian and bicycle facilities.

We have -- we are not near employment centers, services or transportation hubs. And the Bishop site requires drive-alone automobile trips to get anywhere.

We also have no access to transit services and have inadequate pedestrian and biking facilities.

If the Napa County General Plan sees the benefit in developing in areas of opportunity and areas of existing facilities that taxpayers have worked hard to pay for why is it we are dismissing the greenhouse impact of each potential HEU, considering reductions as unavoidable when reductions can be determined by comprehensive research?

I just want to finish by saying can we please get an extension on commenting on the DEIR because I actually never got formal notice of this development until my neighbors, like, told me about it. So I would please kindly ask that we have an extension to comment on the Draft EIR.

Thank you.

COMMISSION CHAIR DAMERON: Thank you. There will be additional opportunities and certainly if you have more comments you want to put in writing, that's another great opportunity.

GARRETT BUCKLAND: Garrett Buckland, neighbor to the Bishop site on Hedgeside Avenue.

Sent in a lot of stuff in the packet over this past couple months.

I don't need to go back through all of it, but fire, traffic, services, you know, the wild -- the wild benefits of the site, the environmental impacts are all tremendous. I feel like they're not adequately addressed in the EIR. So I will have more comments highlighting some specific ones there.

I wanted to point out the LAFCO letter. That's a really powerful letter that was submitted as part of this process.

And basically that highlights that the Bishop site in particular poses serious risk. And I think that should be heeded since this is a process that needs their approval, as well as the City of Napa.

The EIR has a tremendous amount of deficiencies as all of our neighbors will attest.

I want to point out that we are all commenting

on the Bishop site today. I don't see anyone else in the room.

We had the most comments so far that seem to be kind of left out of the EIR. And I think that's a bit of a problem. It shows, I think, in my opinion, some creative authoring of the EIR and I would like that to be looked into.

We're very worried about this site. Certainly the watershed health of Milliken Creek. It's one of our only year-round creeks in Napa. It provides a tremendous amount of habitat for steelhead, coho salmon, tons of endangered species. I would like to point out this was not adequately addressed in the DEIR.

And then also some of my comments on these items made it to other sites. So, for example, the western pond turtle, I have a nice breakdown of that.

That comments seems to have been applied to the Foster Road site, but not addressed in the Bishop site where it is actually a bigger problem.

And something that we witnessed firsthand some of western pond turtle breeding sites and actual -- them living in the creek.

So there are some real problems here that aren't addressed.

I want to deviate just a little bit here and

just talk about the CEQA requirements versus the real problems. I mean, certainly we're saying we have mitigation measures for CEQA requirements, but it doesn't seem fair to categorize reducing the impact on 100-year old building with the destruction of a very healthy watershed ecosystem. I would ask that those two things not be, you know, not be given equal weight and not be looked at in the EIR just as a way just to get this approved without being sued for something.

We really need to take a quick look at this and say which sites are best.

As I read through this, it makes a lot of sense for the Foster Road site, the Imola site, since that's going to get developed anyway by the state.

And then of course if Berryessa moves forward the Spanish flat site will need housing like this.

These are all really important sites that should be looked at closely and should move forward. And I ask you that you consider removing the Bishop site.

Thank you for your time and consideration.

COMMISSION CHAIR DAMERON: Thank you.

WILLIAM MURRAY: Good morning commissioners. William -- excuse me, William Murray, 1055 Hedgeside Avenue. At the last public hearing this commission heard from citizens of our real concerns about developing the

Bishop site. These concerns have not been addressed to date.

Flooding. Where would the inevitable floodwaters be redirected to? There exists an historical drainage running north to south through the site, as evidenced by the channel running north to south, the depression of the roadway on Hedgeside Avenue and the low area on my property.

Would this drainage be redirected and to where?

In the Draft EIR 4-10-4, it states that there should not be any altering of existing drainage patterns, decreasing groundwater supplies, interfering with groundwater recharge or substantially increasing runoff resulting in flooding.

There exists an ephemeral riparian area on the eastern border of the Bishop site. What are the setbacks from this area? Will water run off from this developed five-acre site of impermeable surfaces be redirected to this riparian area and create flooding problems to myself and downstream neighbors?

The soil along this five-acre site is yolo loam, which readily absorbs rainfall and doesn't shed water off site and contributes greatly to the groundwater recharge.

Currently the static water level in my well is

the lowest I've ever recorded and I've been recording since 1976.

Diminishing groundwater recharge in the MSP area is a threat to my neighborhood. My closest neighbor's well is failing. Another nearby neighbor is currently drilling a replacement well.

Water is a big issue. Removing five acres of water recharge is a serious problem.

You've heard about traffic. Ingress and egress from Monticello Road and Hedgeside Avenue is a safety issue which needs to be addressed. Much of Hedgeside Avenue is lacking areas for pedestrian traffic. Note the two -- note the two killer curves which are dangerous for biking and pedestrians. Hedgeside Avenue is not suitable or safe for the anticipated increase in auto and pedestrian traffic.

Now I recognize and I support the need for low-income housing. My concerns revolve around placing such housing in areas which have existing support services such as grocery stores, shopping centers, bus services, adequate pedestrian walkways, entertainment venues and adequate road infrastructure. The Bishop site has none of these support services while other sites on the housing list do.

Rezoning the Bishop site for low-income housing

wouldn't serve the practical needs its residents would require. It just doesn't make sense to me.

Does it to you?

And if -- I have a little time yet. The city refused to provide water for this development. We've -- we've heard that they may attempt to use some water from the groundwater, from the aquifer. We would be very upset if that happened.

Thank you for your time.

COMMISSION CHAIR DAMERON: Thank you, Mr. Murray.

Okay. Do we have any callers?

THE CLERK: We do. Dan, you will have three minutes.

DAN ON THE PHONE: Okay. Can you hear me?

COMMISSION CHAIR DAMERON: Yes, we can hear you.

DAN ON THE PHONE: Okay. Thank you. My name is Dan. I live on McKinley Road. And it seems that the DEIR -- DEIR for the potential rezoning of sites for housing is deficient in considering serious concerns regarding the Bishop site, which is five acres along Hedgeside Avenue in northeast Napa.

It kind of seems like no one involved drafting the DEIR actually visited the site. Hedgeside looks --

Hedgeside Avenue looks pretty innocent on the map. But if you actually visit and drive or walk Hedgeside, you will see the challenges of driving or walking. It has many challenges.

Some of the concerns that I feel are not addressed satisfactorily in the DEIR. Number one concern flooding.

If you go on the Napa County website and look at the parcel report for the Bishop property, which includes the five acres in question, you will see that it states parcel falls within a FEMA flood zone.

The five acres in question are at the lowest portion of the entire parcel and are bordered by Milliken Creek. Anyone living in the area for a while has seen Milliken Creek flood severely.

There are only two outcomes possible if the five acres are developed.

The first outcome would be when developed, the five acres are raised in slope to divert water to surrounding areas, which will cause increased flooding on neighboring properties. This is unfair to existing residents.

The paving and sloping of the five acres will also cause polluted water from parking lots to flow into Milliken Creek, which is currently a pristine year-round

waterway.

The second -- second possibility is the five acres in question are not raised or sloped to redirect floodwaters. Now the residents of the new development are trapped and inconvenienced when Milliken Creek floods.

Another concern on is the groundwater ordinances. The parcel report on the county website states the parcel falls within a designated groundwater deficient area.

Should there be a need to place a well or multiple wells on the five acres, this will put added stress on existing wells in the area. And our wells are already starting to fail.

Okay. Another issue is transportation issues.

And there are many. Here's a few.

Hedgeside is a narrow road with no shoulder. Added traffic make it dangerous for walkers cyclists and drivers. This would mean new residents of the development would have no choice but to drive to services, since there's no sidewalks. There's no public transit.

And because there's no public transit it makes me think low-income residents, sometimes -- if it's a couple, they got one car and whoever's at home got to go

to the store or whatever -- they need public transit.

You can't walk the two miles down Monticello road to Nob Hill.

So anyway, also there's a blind curve on Hedgeside that requires caution to navigate safely even with the relatively light traffic we currently experience.

And there are other deficiencies in the DEIR. But my time is limited so I will limit my statement and thank you for all your hard work on this difficult task.

I appreciate it.

COMMISSION CHAIR DAMERON: Thank you, Dan.

DAN ON THE PHONE: You're welcome.

THE CLERK: Jim, you will have three minutes.

Mr. Wilson, if you are there, you are currently muted.

JIM WILSON: Thanks. Can you hear me now?

THE CLERK: Yes, we can. Thank you.

JIM WILSON: Thank you, commission. Thank you for this opportunity to speak.

I'm Jim Wilson. I live in the City of Napa now. We lost our house on the Monticello Road in the LNU fire. We're considering whether to rebuild at this stage, on account some of the concerns we've heard from the Hedgeside speakers. Fire being the primary concern.

I just wanted to say that in a planning world, we have a point of action. And that's what we're doing today, I think. This process of making a decision on whether to participate in a feedback group that is regenerative and not degenerative.

And we heard the presentation from Napa Green regarding how that organization set firm dates on either reaching carbon neutrality or net negative emissions in six or nine years in their certification program.

Wouldn't it be great if we could do that in the housing world as well?

I'm calling because of the EIR's greenhouse gas emissions assessment which is -- which is significant impacts which are -- which are arguably unavoidable.

And I wanted to bring your attention again to the climate emergency resolution that the County Board of Supervisors passed in June at their June 7 meeting.

And the recommendation by the Director of Planning, Building and Environmental Services that day was adoption of a resolution declaring a climate emergency and setting a target of net zero greenhouse gas emissions by 2030.

And I wanted to read the last two points from the resolution itself, I think which could be a guide for us here today as to how to deal with the unavoidable

aspects according to CEQA. The unavoidable aspects of climate pollution, which, for me, is an unliveable attitude going forward at this late stage of the game.

So I quote from number five on that resolution.

"The Board of Supervisors supports efforts to join with other jurisdictions in Napa County to prepare and adopt a regional climate action plan to achieve the 2030 target, which includes quantifiable and measurable strategies for achieving net zero greenhouse gas emissions for use in evaluating future policy decisions and environmental analysis."

Okay. End quote.

That future is now.

And then the last point I wanted to make, I want to read the last paragraph of that resolution.

Quote, "The Board of Supervisors directs staff to identify those goals and practices in the updated General Plan that will prioritize greenhouse gas emission reductions to achieve the 2030 target as well as funding and staffing necessary to implement those action items needed to accomplish the goal of net zero greenhouse gas emissions."

End quote.

Thank you.

COMMISSION CHAIR DAMERON: Thank you,

Mr. Wilson.

THE CLERK: Johanna, you will have three minutes.

JOHANNA O'KELLEY: Thank you. I'm Joanna O'Kelley. I live at 1126 Hedgeside Avenue. And thank you for listening to my comments today.

This is about the Bishop ranch site.

I've been a -- or Hedgeside.

I've been a resident on Hedgeside Avenue for the past 24 years and live across the creek from the Bishop site.

First of all, I want to say that I completely understand the critical need for affordable housing and support all of those efforts. And I believe requirements from the state can be met in a way that best serves the residents of the housing while not radically impacting the neighborhood that it is being built in.

The Bishop site does not fit either of these and it does not serve the best future for the residents and it does impact the neighborhood and surrounding areas.

That area is without basic service for shopping, public transportation. It doesn't provide a street for pedestrians and bicyclists with this increased traffic.

And my question is: Does the Napa Countywide Pedestrian Plan, how does that pertain to this site, Bishop site?

Another point of concern for not only Hedgeside, but the surrounding streets in the developments such as Silverado, is the bottleneck of having up to 150 to 200 cars right at the intersection of Hedgeside and Monticello and the impact on wildfire evacuation and the safety concerns we have.

Also have the people throughout Silverado, Atlas Peak, Estee, McKinley and other streets been adequately informed of this impact?

Another area of concern is flooding. A lot of people have alluded to it. I live right on Milliken Creek right across from the Bishop Ranch. And that five acres of hardscape will exacerbate the flooding.

Does the DEIR accurately reflect where the flood lines are? In my 24 years of living here, and the 100-year floodplain that I -- line that I have, anywhere from eight to ten times it has exceeded that 100-year flood line. So can we really call it a 100-year flood line? And does the DEIR really address the reality of that?

Those floods happened within 30 minutes and so the engineering will be quite something.

On page 329, the section 4.10 of the DEIR, it does indicate that the Bishop site is located in a special flood hazard zone. And in the absence of controls for development, there's a risk of floodwaters could be redirected to surrounding properties.

And this is quite a number of those homes.

And so I don't think there has been adequate research done on the Bishop site in regards to flooding impact, especially the damage that can potentially be inflicted on neighboring homes if this large, hardscape project were developed next to Milliken Creek.

In addition to that, what are the impacts on the watershed and the areas of Milliken Creek?

So I thank you very much. And I hope you will consider removing this property from the HEU. Thank you.

COMMISSION CHAIR DAMERON: Thank you, Ms. O'Kelly.

THE CLERK: We have no other callers.

COMMISSION CHAIR DAMERON: Okay. All right.

Well, as mentioned in the presentation, there's still opportunity for writing comment to be submitted to Mr. Hawkes and more opportunities as we go along for additional public comment. Thank you.

(Transcribed Proceedings concluded.)

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State of California)
) ss.
County of Alameda)

I, Connie J. Parchman, CSR #6137, do hereby certify: That I am a certified shorthand reporter of the State of California; that I was provided access to audio files; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or any of the parties.

IN WITNESS WHEREOF, I have subscribed my name.

Date: October 19, 2022

Connie J. Parchman, CSR #6137