

## 2 REPORT SUMMARY

This summary presents an overview of the proposed project and conclusions of the analysis contained in Chapter 4, Environmental Evaluation, of the 2009 DEIR and the Supplement to the 2009 DEIR. Additions to the text of the 2009 DEIR are shown in double underline and omissions are shown in ~~strike-through~~. This chapter also summarizes areas of controversy and alternatives to the project. For a complete description of the project, please consult Chapter 3, Project Description, of the 2009 DEIR and this Supplement to the 2009 DEIR. For more information about project alternatives, please consult Chapter 5, Alternatives to the Proposed Project.

### *A. The Proposed Project*

The proposed project would amend the County's General Plan and zoning ordinance and result in phased construction of a new neighborhood on the 154-acre Napa Pipe site at 1025 Kaiser Road in unincorporated Napa County. The new neighborhood would have a combination of residential, neighborhood-serving retail, light industrial/R&D/warehousing and office space as well as a condominium hotel. These uses would be organized around new streets and public open spaces as shown on the project site plan (Figure ~~3-33-6~~ in Chapter 3, Project Description). Key project features would include:

- ◆ **Brownfield Recycling:** Remediation, grading and site preparation to raise the elevation of a flat, largely paved, 154-acre industrial site;
- ◆ **Housing:** Development of approximately 2,580 units in three phases with varying dwelling unit sizes, heights and building types; 20 percent of the units constructed would be deed restricted as affordable;
- ◆ **Seniors Facility:** Construction of a 150-unit Continuing Care Retirement complex with 225 beds that would provide independent living for seniors, with common dining, recreational activities, housekeeping and transportation as well as assisted care for seniors;
- ◆ **New Infrastructure and Public Open Space:** New roads, sidewalks and other infrastructure, plus approximately ~~86-56~~ acres of new public parks,

open spaces and wetlands, including a new segment of the Napa River trail about 0.8 miles long;

- ◆ **Community Facilities:** Development of community facilities encompassing a total of 15,600 square feet, including a transit center, interpretive nature center, boat house, public safety building, café/visitor pavilion and drydock theater;
- ◆ **Office:** Approximately 50,000 square feet of office space;
- ◆ **Industrial/Research & Development/Warehousing:** Approximately 140,000 square feet (may include wine-related businesses);
- ◆ **Retail:** Approximately 40,000 square feet of neighborhood serving retail and restaurant uses;
- ◆ **Condominium Hotel:** 150 suites with associated uses, such as meeting space and spa;
- ◆ **School Site:** At the request of the Napa Unified School District, the project would reserve 10 acres across Kaiser Road from the 154-acre Napa Pipe site for possible use as a school site if Napa Unified School District determines that a new school is needed based on the school age population of the project;
- ◆ **Special District and County Services:** The proposed development would be served by the Napa County Fire Department and Napa County Sheriff. A new investor-owned public utility ~~or~~, mutual water company, or special district would provide potable water, ~~using~~ transferred from a tributary of the Sacramento River if feasible, with groundwater as ~~it's a~~ back-up source. Wastewater treatment and recycled water supplies (for irrigation) would be provided either on-site by the same mutual company or special district (under a Sanitary Sewer Management Plan specific to that special district), or by the Napa Sanitation District. If on-site wastewater treatment occurs, all treated wastewater would be used as recycled water either on- or off-site, and there would be no new discharge to the Napa River; and

- ◆ **Reserve Area:** Nineteen acres of the site would be un-programmed, and would remain designated “Study Area” and zoned for industrial uses; thus land would be available for a range of potential future uses.

General Plan and zoning changes are proposed as part of the project. These would specifically enable the proposed development on the site without changing policies and standards related to other areas of the County.

### *B. Areas of Controversy*

The following is a discussion of issues that are likely to be of particular concern to agencies and interested members of the public regarding the proposed project during the environmental review process. This list does not necessarily identify all areas of concern, but attempts to capture those that are likely to generate greatest interest based on the input received during the environmental review scoping process.

- ◆ **Traffic and Transportation.** The proposed project would result in new vehicle trips to and from the site, which has the potential to impact operations at intersections and along roadway segments within the transportation network.
- ◆ **Hydrology and Water Quality.** Some members of the public at the January 29, 2009 scoping meeting expressed concerns regarding flooding, aquifer depletion and water supply. Since publication of the 2009 DEIR, concerns have focused on the potential use of groundwater to support development on the site, as well as the proposal to treat and discharge wastewater on-site, rather than using Napa Sanitation District services. In response to these concerns, use of surface water is now being considered, and on-site discharges of treated wastewater to the Napa River is no longer proposed.
- ◆ **Public Services.** The City of Napa has expressed concerns regarding potential impact of the proposed project on public services for the City, its residents and businesses.

- ◆ **Population, Employment, and Housing.** Some members of the public suggested that a development of the size and scale proposed would be more appropriate within city boundaries and have objected to residential development in the unincorporated county that would exceed the annual growth limit of 1 percent originally established by voters in 1980.
- ◆ **Hazardous Materials.** The proposed project would involve the redevelopment of a historically industrial site for mixed use development. Redevelopment of the project site would require remediation of the site, and soil clean-up to meet standards suitable for future residential use. Comments on the 2009 DEIR requested additional information about the clean up, and pointed out that clean up levels were updated in 2008.
- ◆ **Aesthetics.** The project would involve the redevelopment of an industrial site to a new mixed use neighborhood. At a scoping meeting on the EIR held on January 29, 2009, some members of the public expressed concern regarding the visual impacts of developing the proposed project.

### *C. Summary of Impacts and Mitigation*

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise and objects of historic and aesthetic significance.

The proposed project has the potential to generate significant environmental impacts in a number of areas. As shown in Table 2-1, most of the significant impacts would be reduced to a less-than-significant level if the mitigation measures recommended in this report were implemented. However, some impacts would remain significant and unavoidable, including impacts to population, employment, and housing; traffic; air quality; and cultural resources.

CEQA allows environmental issues for which there is no likelihood of a significant impact to be “scoped out” during the EIR scoping process, and not analyzed further in the EIR. As stated in the Initial Study (see Appendix A of the 2009 DEIR), the project would have no impact on agricultural or mineral resources due to its existing site conditions and surrounding uses. These two issues have therefore not been analyzed further ~~in this Draft EIR~~.

Table 2-1 presents a summary of impacts and mitigation measures identified in the 2009 DEIR as amended/supplemented by the Supplement to the 2009 DEIR ~~this report~~. It is organized to correspond with the environmental issues discussed in Chapter 4 of the 2009 DEIR and this Supplement to the 2009 DEIR.

The table is arranged in four columns: 1) environmental impacts, 2) significance prior to mitigation, 3) mitigation measures and 4) significance after mitigation. A series of mitigation measures is noted where more than one mitigation may be required to achieve a less-than-significant impact. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4 of the 2009 DEIR and of this Supplement to the 2009 DEIR.

Reviewers should note that with changes to the project and the new analysis presented in this Supplement to the 2009 DEIR, conclusions of the analysis remain largely unchanged. There is only one new significant and unavoidable impact, which is associated with air pollution emissions during remediation and grading activities on the site. While projected emissions have not changed since the 2009 DEIR, the BAAQMD’s new Guidelines contain a quantitative threshold which will be exceeded. This significant impact can be addressed by mitigation, as shown below, but would not be reduced to a level of less than significant.

Reviewers should further note that mitigation measures associated with on-site discharges of treated wastewater to the Napa River have been deleted, since these discharges are no longer proposed as part of the project.

#### *D. Alternatives to the Project*

~~This~~The 2009 DEIR–Draft EIR analyzes alternatives to the proposed project that may feasibly attain some of the project objectives identified by the applicant and the County. A total of eight alternatives are analyzed in detail. Each alternative falls under one of four thematic headings: No Project Alternatives, Reduced Development Alternatives, Project Variation Alternatives and Off-Site Alternatives. All are listed below, and each is described and analyzed in 2009 DEIR Chapter 5, Alternatives to the Proposed Project.

##### **1. No Project Alternatives**

- ◆ **Existing Uses Alternative.** Under the Existing Uses Alternative, the site would remain in its existing condition. This alternative includes reuse of the existing structures on the site but assumes that no new structures would be constructed. The project site would remain in its current Study Area General Plan land use designation and would maintain its current Industrial zoning with the Airport Compatibility Combination District overlay zoning. The project site would be utilized for industrial related uses or other uses that would not require the redevelopment of the site, although some remediation of the site would occur consistent with likely commercial and industrial uses. This alternative is not analyzed in detail in 2009 DEIR Chapter 5, Alternatives to the Proposed Project, because it is generally represented by the environmental setting (existing conditions) described in 2009 DEIR Chapter 4, Environmental Evaluation.
- ◆ **Industrial Uses/Business Park Alternative.** Under the Industrial Uses/Business Park Alternative, the project site would be redeveloped under its current General Plan and zoning designations to include new industrial and business park uses. The total amount of development on-site would be 2000,000 square feet of office, R&D, industrial condominium and warehousing uses. This alternative would also include a waterfront park area providing access to the Napa River. This alternative assumes that the City of Napa would continue to provide potable water and that the site would continue to rely in part on on-site

groundwater, and that the Napa Sanitation District would continue to provide wastewater treatment. The Napa County Fire Department and Napa County Sheriff would continue to provide public safety services.

## 2. Reduced Development Alternatives

- ◆ **Low Density Development Alternative I.** Under the Low Density Development Alternative I, the Napa Pipe site would be redeveloped with 650 housing units in a residential subdivision of single-family, detached housing units at a density of approximately 11 units per acre. Twenty percent of the units would be affordable. This alternative would also include 390,000 square feet of office/R&D/light industrial/warehousing/distribution center development, a 215-unit senior housing facility, a 150-suite hotel with associated uses and 38 acres of open space. Nineteen acres of the site would be left undeveloped and reserved for future uses.
- ◆ **Low Density Development Alternative II.** Under the Low Density Development Alternative II, the project site would be redeveloped with 950 housing units, primarily consisting of single-family, detached housing units in a typical residential subdivision development pattern, with limited townhouses, at a density of approximately 14 units per acre. This alternative would also include 190,000 square feet of office/R&D/light industrial/warehousing/distribution center development, as well as a 215-unit senior housing facility, a 150-suite hotel with associated uses and 38 acres of open space. Nineteen acres of the site would be left undeveloped and reserved for future uses.
- ◆ **Mid-Range Density Alternative.** Under the Mid-Range Density Alternative, the project site would be redeveloped with a variety of building types at a density of approximately 13 units per acre. This alternative would include 2,050 housing units in the northern portion of the project site and 190,000 square feet of office/R&D/light industrial/warehousing/distribution center uses in ALUCP Zone D. In addition, this alternative would include 40,000 square feet of retail and restaurants in the northern portion of the project site, a 150-unit senior

housing facility, a 150-suite hotel with associated uses and 53 acres of open space. Nineteen acres of the site would be left undeveloped and reserved for future uses.

### 3. Project Variation Alternatives

- ◆ **Reduced Carbon Emission Alternative.** Under the Reduced Carbon Emission Alternative, the project would be developed as proposed, but would include additional measures for reducing greenhouse gas outputs, with the goal of reaching a carbon neutral status. Greenhouse gas emission reduction measures would include implementation of passenger rail service between the site, Green Island Road (to the south) and Trancas Street (to the north). Other measures would include alternative energy generation on-site and carbon offsets, wherein the applicant would pay to improve energy conservation in existing buildings to offset new energy that is used on-site.
- ◆ **City Water Alternative.** Under the City Water Alternative, the project would be developed as proposed but would exclusively rely upon the City of Napa’s existing water supply instead of on groundwater. As a variation of this alternative, groundwater resources could be utilized to supplement City water during drought years, under a “conjunctive use” arrangement. The City Water Alternative is distinct from the surface water transfer option described and analyzed in the Supplement to the 2009 DEIR since the surface water transfer option would involve net new water supplies.

### 4. Off-Site Alternative

- ◆ **Regional Housing Needs Allocation Transfer Alternative.** Under a Regional Housing Needs Allocation (RHNA) transfer, Napa County would enter into an agreement or agreements with one or more incorporated jurisdictions wherein the County would transfer all of its RHNA allocations for the next two (Option A) or three (Option B) housing cycles to the cities. Under Option A, the County would transfer approximately 1,000 to 1,200 housing units and a 20-acre portion of

the project site would be rezoned for high-density multifamily housing (up to 304 units), with associated open space. The remainder of the site would be used for industrial/business park uses. Under Option B, the County would transfer approximately 1,300 to 1,500 units and the project site would be developed as described under the Industrial Uses/Business Park Alternative.

Please see 2009 DEIR Chapter 5, Alternatives to the Proposed Project, for more information on these alternatives and on alternatives that were considered but not carried forward for detailed analysis. Also, there may be other alternatives that fall within the range outlined here (in terms of their impacts), and could therefore be selected and approved by County decision-makers without subsequent environmental review provided that none of the conditions identified in State CEQA Guidelines Section 15162 are met.

NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>LAND USE AND PUBLIC POLICY</b>			
LU-1: The project proposes residential units in proximity to noise-generating land uses that would result in a “normally incompatible” noise exposure at the site as designated in the Noise Element of the General Plan. The project’s residential units would also be located in proximity to air pollutant emission sources. Both of these circumstances would constitute a potentially significant land use compatibility issue, which would be reduced to <i>less than significant</i> with adoption and implementation of Mitigation Measures NOISE-1 and AQ-4.	S	See Mitigation Measures NOISE-1 and AQ-4.	LTS
<b>POPULATION, EMPLOYMENT, AND HOUSING</b>			
PEH-1: By constructing 2,580 dwelling units at a rate of up to 230 market rate units per year (in addition to 60 affordable units per year), the proposed project would exceed the number of units allowed by the County’s Growth Management System and would result in development in excess of County and regional projections. This is considered a <i>significant</i> impact.	S	PEH-1: Residential development on the Napa Pipe site in excess of the 202 multi-family dwelling units permitted “by right” pursuant to the County’s Housing Element shall be subject to negotiation and approval of a <del>development agreement</del> <del>which shall include a</del> phased development plan ensuring that impacts and infrastructure needs are addressed in advance of each phase, and that the project makes a substantial contribution to the County’s state-mandated housing needs for multiple housing cycles.	LTS for Growth Management System, SU for regional projections
<b>TRAFFIC AND TRANSPORTATION</b>			
TRA-1: First Street/Soscol Avenue. The addition of project traffic contributes to existing LOS E conditions during the PM peak hour (225 PM peak hour trips). This is a <i>significant</i> impact.	S	TRA-1a: Construct a new eastbound right-turn lane prior to the occupancy of the project. This, however, would require widening of the recently-completed bridge structure over the Napa River, which was previously determined to be infeasible due to the cost, physical constraints of the site, and lack of community support for changes to the new bridge.	SU

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NAPA COUNTY  
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 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-1 <i>continued</i>	<p>TRA-1b: To lessen the severity of this and other significant peak hour impacts, the project applicant shall establish a transportation demand management (TDM) program which shall be funded and administered by the property owners association with the goal of reducing the forecasted auto trip generation from the project by 15 percent. The TDM program shall include certain required (immediate, long term) measures, as follows.</p>	<ul style="list-style-type: none"> <li>◆ Required TDM Measures               <ul style="list-style-type: none"> <li>• Establish a full-time, paid TDM coordinator to implement required TDM measures, monitor their effectiveness and implement additional measures as needed to meet the 15 percent goal. The coordinator shall also monitor volumes and delays at intersections where traffic mitigation measures have been called for.</li> <li>• Implement peak period shuttle service to key employment centers (e.g. hospital, downtown) or provide funding to allow relocation of the nearby VINE route to serve the site, with added service in peak periods.</li> <li>• Implement a parking management program to establish and monitor compliance with parking restrictions.</li> </ul> </li> </ul> <p>The effectiveness of these required measures shall be monitored on a biannual basis, and traffic counts will be conducted to determine if the 15 percent reduction of forecasted traffic levels is being achieved. If additional measures are necessary to achieve the 15 percent reduction, the TDM coordinator shall implement other measures to enhance the TDM program.</p> <p>Below is a selection of additional measures that may be considered to achieve a reduction in auto traffic:</p> <ul style="list-style-type: none"> <li>• Develop incentives for employer programs</li> <li>• Guaranteed Ride Home Program</li> <li>• Information kiosk w/brochures</li> <li>• Newsletter articles</li> <li>• Advertised carpool information phone number</li> <li>• Annual promotional events</li> </ul>	

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 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-1 <i>continued</i>		<ul style="list-style-type: none"> <li>• Car-share program</li> <li>• Shuttles to regional transit like the Vallejo ferry</li> <li>• Transit Subsidies</li> <li>• Water taxis</li> <li>• On-site Ticket Sales (some level also included in existing, initial, moderate)</li> <li>• Carpool/Varpool Subsidies (Start up, empty seat subsidies)</li> <li>• Employer-owned/sponsored Vanpools</li> <li>• Fleet Vehicles for mid-day trips</li> <li>• On-site circulator shuttle or golf-carts and/or campus bicycles</li> <li>• Aggressive flextime/telecommute programs</li> </ul>	
TRA-2: <u>Third Street/Silverado Trail (State Route 121)/East Avenue/Coombsville Road</u> . The project contributes to existing LOS F conditions (56 AM peak hour trips and 41 PM peak hour trips). The contribution to AM peak hour traffic volumes is greater than 50 trips. This is a <i>significant</i> impact.	S	TRA-2: Provide a right-turn lane at the Coombsville Road approach, stripe and sign the new right-turn lane for turning movements northbound on Silverado Trail and East Avenue and restrict traffic from entering the intersection from East Avenue (i.e. make East Avenue one-way in the northbound direction) prior to the occupancy of Phase 3 of the project. The operations of this intersection shall be monitored prior to implementing this improvement to confirm the improvement is required.	LTS
TRA-3: <u>State Route 29 Northbound Ramps/Imola Avenue</u> . The project contributes to existing LOS F conditions (51 AM peak hour trips and 35 PM peak hour trips). The contribution to AM peak hour traffic volumes is greater than 50 trips. This is a <i>significant</i> impact.	S	<p>Alternatively, implementation of Mitigation Measure TRA-1b would reduce the impact at this intersection to a less-than-significant level.</p> <p>TRA-3: Install a traffic signal to reduce the vehicular delay, thus improving the intersection level of service, to acceptable conditions. This traffic signal is being designed as part of developer project mitigation and will be funded through the City Street Improvement Program. Construction is expected to occur in 2009. Alternatively, implementation of Mitigation Measure TRA-1b would reduce the impact at this intersection to a less-than-significant level.</p>	LTS

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>TRA-4:</b> Imola Avenue/Jefferson Street. The project contributes to existing LOS E conditions (52 AM peak hour trips and 36 PM peak hour trips). The contribution to AM peak hour traffic volumes is greater than 50 trips. This is a <i>significant</i> impact.</p>	LTS	<p><b>TRA-4:</b> The project applicant shall pay its fair share to widen the southbound approach by approximately 10 feet to provide an exclusive right turn lane, a through lane, and a left turn lane prior to the occupancy of Phase 3 of the project. The operations of this intersection shall be monitored prior to implementing this improvement to confirm the improvement is required.</p> <p>Alternatively, implementation of Mitigation Measure TRA-1b would reduce the impact at this intersection to a less than significant level. [Improvements at this intersection have been completed since publication of the 2009 DEIR, and project impacts would therefore be less than significant.]</p>	LTS
<p><b>TRA-5:</b> Imola Avenue/Soscol Avenue. The project contributes to existing LOS F conditions (647 AM peak hour trips and 485 PM peak hour trips). This is a <i>significant</i> impact.</p>	S	<p><b>TRA-5:</b> Prior to occupancy of the project, the project applicant shall pay its fair share toward construction of an additional through lane and left-turn lane on the eastbound approach, an exclusive right-turn lane on the westbound approach, and an additional through lane on Soscol Avenue in both directions <del>prior to occupancy of the project</del>. Provide protected phasing for the eastbound and westbound left-turn movements.</p>	LTS
<p><b>TRA-6:</b> State Route 221 (Napa-Vallejo Highway)/Streblow Drive: The addition of project traffic is expected to cause this intersection to deteriorate from LOS D to LOS E in the AM peak hour. This is a <i>significant</i> impact.</p>	S	<p><b>TRA-6:</b> Construct an additional northbound left-turn lane on State Route 221 (Napa-Vallejo Highway) and a receiving lane on Streblow Drive prior to the occupancy of phase II of the project. The operations of this intersection shall be monitored prior to implementing this improvement to confirm the improvement is required.</p>	LTS
<p><b>TRA-7:</b> State Route 221 (Napa-Vallejo Highway)/Kaiser Road. This intersection is expected to operate acceptably with the addition of project traffic. However, the northbound left-turn queue is expected to exceed the existing storage. This is a <i>significant</i> impact.</p>	S	<p><b>TRA-7:</b> Extend the turn-pocket to 500 feet from its current length of approximately 280 feet or create dual left-turn lanes the length of the current turn-lane to adequately store the expected queues prior to the occupancy of Phase 3 of the project. The operations of this intersection shall be monitored prior to implementing this improvement to confirm the improvement is required.</p> <p>Alternatively, implementation of Mitigation Measure TRA-1b would reduce the impact at this intersection to a less-than-significant level.</p>	LTS

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>TRA-8:</b> Soscol Ferry Road/Devlin Road. The addition of project traffic is expected to cause this intersection to deteriorate from LOS A in the AM peak hour and LOS E in the PM peak hour to LOS F in both the AM and PM peak hours. Additionally the average vehicular delay on the northbound stop-controlled approach would be greater than 4.0 vehicle-hours. This is a <i>significant</i> impact.</p>	S	<p><b>TRA-8:</b> Forecasted volumes warrant a traffic signal; however, the intersection's close proximity to an adjacent signalized intersection renders a standard signalized intersection infeasible. Construct a median treatment on Soscol Ferry Road that essentially controls all movements except for the westbound through movement on Soscol Ferry Road. Widen Soscol Ferry Road to the west of its intersection with Devlin Road to allow for merging of the two lanes. The merge distance <del>shall</del> be in accordance with the standard roadway design criteria for lane merges. Please see the figure presented in the Traffic Impact Analysis in Appendix E. This improvement shall be constructed prior to the occupancy of the project.</p>	LTS
<p><b>TRA-9:</b> State Route 12-State Route 29/State Route 221 (Napa-Vallejo Highway): The project is expected to contribute to existing LOS F conditions in the AM and PM peak hours (562 AM peak hour trips and 544 PM peak hour trips). This is a <i>significant</i> impact.</p>	S	<p><b>TRA-9:</b> Prior to occupancy of the project, the project applicant shall pay its fair share toward the construction of a flyover ramp for the traffic traveling from southbound State Route 221 (Napa-Vallejo Highway) to southbound State Route 12/State Route 29.</p>	LTS
<p><b>TRA-10:</b> State Route 12/Airport Boulevard/State Route 29. The project would contribute to existing LOS F conditions in the AM peak hour and LOS E in the PM peak hour (509 AM peak hour trips and 517 PM peak hour trips). This is a <i>significant</i> impact.</p>	S	<p><b>TRA-10:</b> Prior to occupancy of the project, the project applicant shall pay its fair share toward construction of a grade-separated interchange as proposed in the Napa County General Plan prior to occupancy of the project. This improvement has been contemplated previously by the County and Caltrans, and is likely to be needed with or without development of the project. <del>For this reason, the project applicant shall pay its fair share to the construction of this project interchange.</del></p>	LTS
<p><b>TRA-11:</b> State Route 29/Napa Junction Road. The project is expected to contribute to existing LOS F conditions in the AM peak hour (362 AM peak hour trips). This is a <i>significant</i> impact.</p>	S	<p><b>TRA-11:</b> The Napa County General Plan calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described earlier in this report, the additional through lane on State Route 29 in the northbound and southbound directions <del>shall</del> be constructed at this intersection, as is currently proposed. This improvement has been contemplated previously by the County and Caltrans, and is likely to be needed with or</p>	LTS

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 REPORT SUMMARY

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-11 <i>continued</i>			
		without development of the project. For this reason, the project applicant shall pay its fair share to the construction of this project prior to occupancy of the project to avoid a significant impact. With the widening of State Route 29, this intersection would improve to acceptable LOS C in the AM and PM peak hours.	
<b>TRA-12:</b> State Route 29/Donaldson Way. The project is expected to contribute to existing LOS F conditions in the AM peak hour (362 AM peak hour trips). This is a <i>significant</i> impact.	S	TRA-12: The Napa County General Plan calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described earlier in this report, the additional through lane on State Route 29 in the northbound and southbound directions <del>shall</del> shall be constructed at this intersection, as is currently proposed. For this reason, the project applicant shall pay its fair share to the construction of this project prior to occupancy of the project to avoid a significant impact. With the widening of State Route 29, this intersection would improve to acceptable LOS B in both the AM and PM peak hours.	LTS
<b>TRA-13:</b> State Route 29/American Canyon Road. The project is expected to contribute to Existing LOS F conditions in the AM peak hour (279 AM peak hour trips) and to cause the intersection to deteriorate from LOS D to LOS E in the PM peak hour. This is a <i>significant</i> impact.	S	TRA-13: The City of American Canyon's General Plan recognizes that this intersection will likely operate at LOS E conditions during peak periods. The Napa County General Plan also calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described earlier in this report, the additional through lane on State Route 29 in the northbound and southbound directions <del>shall</del> shall be constructed at this intersection, as is currently proposed. For this reason, the project applicant shall pay its fair share to the construction of this project prior to occupancy of the project to avoid a significant impact. With the widening of State Route 29, this intersection would continue to operate at LOS F in the AM peak hour (primarily due to the extremely heavy westbound right turn to northbound State Route 29), but would operate better than Existing conditions without the project. The intersection would improve to LOS D in the PM peak hour.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>TRA-14: Without a Construction Management Plan, construction activity may adversely affect vehicle, pedestrian and bicycle circulation in the area. This is a <i>significant</i> impact.</p>	<p>S</p>	<p><u>TRA-14: Develop and submit a Construction Management Plan (CMP) to Napa County for approval prior to commencement of any construction activities. The provisions of a CMP are specifically designed to address the characteristics of construction-related traffic associated with development. Such plans identify construction phasing and the level and type of construction-related traffic. The CMP shall identify construction truck routes to access the project site, lane closures on existing public streets, if needed, on-site staging requirements and other information as required by Napa County.</u></p> <p><u>TRA-14: The Project Sponsor shall develop and implement a Construction Traffic Management Program (CMP) to minimize impacts of the project and its contribution to cumulative impacts related to construction activities and construction traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by Napa County departments and agencies.</u></p> <p><u>Preparation of the CMP shall be the responsibility of the Project Sponsor, and shall be reviewed and approved by County staff prior to initiation of construction. The program shall:</u></p> <ul style="list-style-type: none"> <li>◆ <u>Identify construction traffic management practices in Napa County, as well as other jurisdictions that could provide useful guidance for a project of this size and characteristic.</u></li> <li>◆ <u>Describe procedures required by different departments and/or agencies in the county for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines.</u></li> <li>◆ <u>Identify construction traffic management strategies and other elements for the project, and present a cohesive program of operational and demand</u></li> </ul>	<p>LTS</p>

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-14 <i>continued</i>		<p><u>management strategies designed to maintain acceptable traffic operations during periods of construction activities in the project area. These could include construction staging, construction staging areas, construction phasing, construction staging, demand management strategies, alternate route strategies, and public information strategies.</u></p> <ul style="list-style-type: none"> <li>◆ <u>Coordinate with other projects in construction in the immediate vicinity (i.e. Syar), so that they can take an integrated approach to construction-related traffic impacts.</u></li> </ul> <p><u>Implementation of the CMP would help reduce the proposed project's construction-related traffic impacts. Given the magnitude of the proposed development and the duration of the construction period, some disruptions and increased delays could still occur even with implementation of the CMP, although these disruptions would not be considered a significant impact because they would be intermittent over the course of the construction period.</u></p>	LTS
TRA-15: Construction traffic may adversely affect pavement conditions in the area. This is a <i>significant</i> impact.	S	<ul style="list-style-type: none"> <li>◆ Kaiser Road</li> <li>◆ Napa Valley Corporate Drive</li> <li>◆ Napa Valley Corporate Way</li> <li>◆ Trefethen Way</li> <li>◆ Anselmo Court</li> <li>◆ Soscol Ferry Road</li> </ul> <p>This shall include roadway pavement and other surfaces that construction traffic may cross. The project applicant shall return roadway conditions to their pre-construction conditions (or better) following the remediation and grading phase of the project.</p>	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-15 <i>continued</i>		For subsequent construction phasing, truck traffic to/from the project shall be monitored on the identified roadways to determine project's construction traffic contribution to overall truck traffic. Project applicant shall pay a fair share contribution to return roadway conditions to their pre-construction conditions following each phase of construction.	
TRA-16: The design of the public promenade along the waterfront portion of the Napa Pipe project may present a situation with high levels of pedestrian and bicycle conflicts. This would be a <i>significant</i> impact.	S	TRA-16: The design shall minimize these conflicts through means such as channelizing pedestrians to discrete crossing points of the trail, widening the trail through areas where higher pedestrian volumes are expected, and <u>where necessary</u> , separating pedestrian and bicycle travel.	LTS
TRA-17: A substantial portion of the Napa Pipe project would be located at a distance greater than what typical commuters are willing to walk to access transit, which would not be consistent with the County's goal of promoting transit use as a convenient option. This would be a <i>significant</i> impact.	S	TRA-17: Retroute the VINE #10 bus route through the project site to serve the proposed transit center as proposed in the project site plan and ensure that all development proposed would be within a reasonable walking distance to transit (less than 1/5-mile).  The revised bus route through Napa Pipe could either be a loop, in which case existing stops along Napa Valley Corporate Drive would remain, or the route could be relocated. Under the latter option, the existing bus stop at Latour Court would be moved 450 feet to the north to Kaiser Road, the stop at Therfethan Way would be moved 600 feet to the south to Anselmo Court, and the stop at Napa Valley Corporate Way would be eliminated. Stops at Napa Valley Corporate Drive's intersections with Kaiser Road and Anselmo Court will help maintain current patrons. Current ridership is expected to be maintained or surpassed by routing through the project. However, it should also be noted that the extension into the Napa Pipe site will lengthen the travel time from the City of Napa to the City of American Canyon, which may discourage current commuters.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>TRA-18:</b> The proposed off-street parking supply is less than the shared parking demand and the suggested County parking rates and may not meet demand. This is a <i>significant impact</i>.</p>	S	<p><b>TRA-18:</b> The project applicant shall collaborate with County Staff to develop a parking monitoring plan that assesses the utilization of available parking in each phase of the project development. For instance, if a parking shortage is experienced after buildout of Phase 1, additional parking shall be allocated into the development of Phase 2. This additional parking shall cover the shortfall of Phase 1 and shall anticipate a commensurate parking shortfall for Phase 2. Alternatively, implementation of a parking management program, a component presented in Mitigation Measure TRA-1b, could be implemented to monitor parking demand and carry out parking reduction strategies when needed.</p>	LTS
<p><b>TRA-19:</b> Development of the proposed project would contribute to a cumulative deterioration on roadway and intersection level of service operations throughout the study area. This is a <i>significant impact</i>.</p>	S	<p><b>TRA-19:</b> In addition to Mitigation Measures TRA-1 through TRA-13, the project applicant shall pay a fair share contribution to other long-term planned roadway improvements in the Regional Transportation Plan (assumed under the Cumulative Planned roadway network) at locations where the proposed project would contribute to cumulatively significant traffic impacts. The following improvements have been identified under this plan:</p> <ul style="list-style-type: none"> <li>◆ Realignment of Silverado Trail at Soscol Avenue to match alignment of proposed Gasser Drive extension</li> <li>◆ Widening of State Route 29 to six lanes between Airport Boulevard and southern Napa County line</li> <li>◆ Extension of Devlin Road south to Green Island Road</li> </ul> <p>Each of these roadway improvements would improve intersection operations and general roadway circulation in the project study area under Cumulative conditions; however, most intersections would continue to operate unacceptably.</p> <p>A comprehensive list of roadway improvements that would be required to achieve acceptable intersection level of service under cumulative conditions has been developed and is presented in the Transportation Impact Analysis (Appendix E).</p>	SU

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRA-19 <i>continued</i>		Many of these improvements would require major roadway widening in a fashion that may not be consistent with the stated desires of many communities, through their General Plan documents, to maintain Napa County's rural atmosphere and promote pedestrian, bicycle, and transit as successful transportation modes. It should be noted that many cumulative impacts would occur even without the project as discussed later in the Chapter 5 of this document.	
<b>BIOLOGICAL RESOURCES</b>			
<b>BIO-1:</b> Although no special-status plant species were encountered during surveys of the site, there remains a remote possibility that new populations could be established in shoreline areas before construction begins, that such populations cannot be avoided by shoreline activities, especially for bridge construction across Asylum Slough,, and that additional mitigation and incidental take authorizations may be required from jurisdictional agencies.	S	<b>BIO-1:</b> In the event that confirmation surveys identify any federally- or State-listed plant species that have become established along shoreline areas proposed for bank work, the applicant shall obtain all necessary permits and/or authorizations from the CDFG and USFWS as required by federal and State law to for incidental take of those species. If CNPS 1B plants are found in the area of proposed disturbance and cannot be avoided, a salvage/relocation plan shall be developed and approved by CDFG prior to initiation of bridge construction and other improvements in marshland habitat. Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the Napa County Conservation, Development & Planning Department prior to issuance of any grading or building permits for the project.	LTS
<b>BIO-2:</b> The BRA only provides for confirmation surveys on absence of Mason's lilaeopsis if the River Trail alignment includes a bridge crossing over Asylum Slough, and does not recognize the potential for occurrence of other special-status plant species associated with brackish water marsh that could occur in this area, as well as the Bedford Slough bridge crossing vicinity and shoreline of the Napa River where enhancement plantings are proposed.	S	<b>BIO-2:</b> If project improvements affecting or adjacent to brackish marsh habitat are not initiated until after 2010, supplemental confirmation surveys shall be conducted to determine whether Mason's lilaeopsis, Delta tulle pea, and other marsh associated special-status plant species have become established at the Bedford Slough bridge crossing and shoreline of the Napa River where the bridge over Asylum Slough is proposed. The surveys shall be conducted by a qualified botanist in the year prior to the anticipated start of construction, and shall be appropriately-timed to allow for detection of all species of concern (typically between April and November).	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>BIO-3:</b> Proposed development could result in inadvertent loss of bird nests in active use, which would be a violation of the Migratory Bird Treaty Act and CDFG Code.</p>	S	<p><b>BIO-3(a):</b> To avoid the potential for disturbance of nesting birds associated with marsh habitat on or near the site, schedule any construction activities that encroach within 300 feet of the brackish marsh, diagonal drainage, and Bedford Slough for the period of August 1 through February 28/29. If construction work cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds in the wetland habitats. The surveys shall be conducted no later than 30 days prior to the start of work and shall focus on determining whether San Pablo song sparrow, saltmarsh common yellowthroat and/or tricolored blackbird are nesting in these areas. If these or other birds protected under the Migratory Bird Treaty Act or <u>CDFG Code 3503</u> are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFG, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 150 to 250 feet from the nest site. Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.</p> <p><b>BIO-3(b):</b> Tree and brush removal on the remainder of the project site shall take place during the period of August 1 through February 28/29 to the maximum extent possible to avoid possible disturbance to nesting birds. If tree and brush removal cannot take place outside of this timeframe, a qualified biologist shall conduct pre-construction surveys for nesting birds in the trees and brush to be removed no later than 30 days prior to the start of work. If active nests of raptors or other birds protected under the Migratory Bird Treaty Act or <u>CDFG Code 3503</u> are located in trees or brush to be removed, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged and the nest is no longer active, as determined by a qualified biologist. The size of the buffer shall be determined by the biologist in consultation with CDFG, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance.</p>	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3 <i>continued</i>		<p><u>BIO-3(c)</u>: A qualified biologist shall conduct pre-construction surveys in the annual grassland and ruderal brushland habitats on the site to confirm that there are no burrowing owls or northern harriers nesting in these areas. The surveys shall be conducted no later than 30 days prior to the start of ground disturbing activities in these areas. If construction is initiated in these areas during the period of August 31 through January 31, then pre-construction surveys are not required. If active nests of either species are discovered in the proposed area of disturbance or within 300 feet of this area, the biologist shall consult with CDFG to determine the appropriate construction buffer. Once the biologist determines that the nests are no longer active, then construction activities can resume within the buffer area.</p>	
<p><b>BIO-4</b>: Any in-channel construction activities could inadvertently affect steelhead and other special-status fish species if they were to seasonally disperse into the lower segment of Asylum Slough and Bedford Slough during construction.</p>	S	<p><u>BIO-4(a)</u>: In the event that work is required below the Ordinary High Water Mark in the Napa River, Asylum Slough or Bedford Slough, the applicant shall obtain all necessary authorizations from the CDFG and NOAA Fisheries as required by federal and State law for potential harm to special-status fish species. Such authorization would be obtained as a result of interagency coordination through USACE and/or Coast Guard permit(s) and the CDFG Streambed Alteration process (see Mitigation Measure BIO-5 below). Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the Napa County Conservation, Development &amp; Planning Department prior to issuance of any grading or building permits for the project.</p>	LTS
		<p><u>BIO-4(b)</u>: To avoid potential impacts to Central California steelhead that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between January through April.</p>	
		<p><u>BIO-4(c)</u>: To avoid potential impacts to Delta smelt or Sacramento splittail that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between February through May. During the summer months, it is unlikely for these species to be in this area of the river due to increased salinity.</p>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-4 <i>continued</i>		BIO-4(d): To avoid potential impacts to chum salmon that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between February through May.	
BIO-5: Fill in jurisdictional wetlands and waters would require authorization from the USACE and RWQCB while bridge crossings over Bedford Slough and Asylum Slough could require authorizations from the Coast Guard and CDFG (Streambed Alteration Agreement). Each of these agencies could include additional conditions to avoid, minimize or mitigate potential impacts on navigable and jurisdictional waters and stream zones.	S	<p>BIO-5: The <i>Avoidance/Minimization Measures During Construction</i> called for in the BRA along with the following additional measures shall be implemented.</p> <ul style="list-style-type: none"> <li>◆ Where verified waters of the United States are present and cannot be avoided, authorization for modifications to these features shall be obtained from the USACE through the Section 404 permitting process. Similarly, a Section 401 Certification shall be obtained from the RWQCB where waters of the United States are directly affected by the project. All conditions required as part of the authorizations by the USACE and RWQCB shall be implemented as part of the project.</li> <li>◆ A CDFG Stream Bed Alteration Agreement shall also be required where proposed project activities would affect the bed or banks of Bedford Slough, Asylum Slough and other regulated drainages on the site. The applicant shall submit a notification form to the CDFG, shall obtain all legally-required agreements, and implement any conditions contained within that agreement.</li> <li>◆ Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts (as discussed above under Mitigation Measures BIO-1 and BIO-6). The applicant shall obtain all legally required permits or other authorizations from the USFWS, NOAA Fisheries, and CDFG for the potential “take” of protected species under the Endangered Species Acts.</li> <li>◆ Install orange construction fencing around the boundary of all wetland areas to be preserved so that they are not disturbed during construction. The fencing shall be placed a minimum of 25 feet out from the boundary of the wetland but may need to be adjusted if restoration activities are to be conducted within this area. Grading, trail construction and restoration work within the 50-foot wetland buffer zones shall be conducted in a way that avoids or minimizes disturbance of existing wetlands. In some cases (e.g. at the connection</li> </ul>	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-5 <i>continued</i>		point of the new swale with the diagonal drainage), this may mean use of smaller equipment such as a Bobcat.  <ul style="list-style-type: none"> <li>◆ A biologist/restoration specialist shall be available during construction to provide situation-specific wetland avoidance measures or planting recommendation, as needed.</li> </ul>	
<u>BIO-6: Any construction activities along the proposed recycled water pipeline, between the east end of Stanley Lane and the east side of the Napa River and the east side of the Napa River could inadvertently affect special-status plant species.</u>	<u>S</u>	<u>BIO-6: Confirmation surveys shall be conducted for the segment of the proposed recycled water pipeline alignment between the east end of Stanley Lane and the east side of the Napa River to determine whether any special-status plant species are present. The surveys shall be conducted by a qualified botanist and shall be appropriately timed to allow for detection of all species of concern (typically between April and November). In the event that confirmation surveys identify any federally- or State-listed plant species along the alignment that cannot be avoided, the applicant shall obtain all necessary permits and/or authorizations from the CDFG and USFWS as required by federal and State law for incidental take of those species. If a special-status species is encountered that is not a federally- or State-listed species but is maintained on List 1B or List 2 of the California Native Plant Society's <i>Inventories of Rare and Endangered Plants of California</i> and the occurrence(s) cannot be avoided, a salvage/relocation plan shall be developed and approved by CDFG prior to any disturbance in the vicinity. Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the Napa County Conservation, Development &amp; Planning Department prior to issuance of any grading or building permits for the project.</u>	<u>LTS</u>
<b>NOISE</b>			
<b>NOISE-1:</b> The project proposes residential units in an area where noise levels would exceed the Napa County Noise and Land Use Compatibility Standards resulting from transportation noise or the Napa County Noise Ordinance limits resulting from industrial noise.	<u>S</u>	<b>NOISE-1:</b> In accordance with 2007 California Building Code (Chapter 12, Appendix Section 1207.11.2), sound-rated building construction shall be used to achieve acceptable indoor noise levels (45 dBA L <sub>dn</sub> ) in residential units along the east and north perimeters of the site. Building sound insulation treatments include, but are not limited to sound retardant windows and doors, resilient wall constructions, heavy siding and roofing materials (e.g. stucco, Hardi-plank), ventilation silencers, and gasketing. The specification of these treatments shall be developed during the	<u>LTS</u>

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-1 <i>continued</i>		architectural design of the buildings. All residential units in the project shall require mechanical ventilation to allow for air circulation while windows are closed for noise control. Through explication of the design guidelines, residential outdoor use areas shall be shielded from traffic and industrial noise by locating buildings between these sources and the outdoor areas. Noise barriers would be utilized where additional shielding is required to achieve compatible noise levels.	
NOISE-2: The project proposes residential units in an area where vibration levels may exceed the FTA Vibration Impact Criteria.	S	NOISE-2: Locate proposed residential land uses no closer than 100 feet from the railroad tracks or require that railroad train vibration levels be confirmed by an analysis conducted by an expert in rail vibration during the detailed design phase of the project. Vibration levels shall not exceed the screening level threshold of 80 VdB or the detailed vibration impact criteria of 78 VdB during the day or 72 VdB at night at the proposed setback of residential units adjoining the tracks. The noise expert would recommend design level measures to mitigate any excessive vibration levels. <u>Residential buildings shall not be constructed within 100 feet of active railroad tracks unless design measures that mitigate excessive vibration to levels below FTA impact thresholds are included in the project.</u>	LTS

AIR QUALITY

AQ-1: The project would result in development that results in population growth that exceeds the intensity anticipated in the latest clean air planning assumptions. BAAQMD is developing the 2009 Clean Air Plan that would include the latest Napa County General Plan and Housing Element assumptions. However, this update may not occur until after this project has been approved. This is considered to be a <i>significant</i> impact.	S	There are no measures available to mitigate this impact to a less-than-significant level. The latest clean air plan was updated in 2005. The impact would remain <i>significant and unavoidable</i> .	SU
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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2: Construction activity during buildout of the proposed project would generate air pollutant emissions that could expose sensitive receptors to substantial pollutant concentration and would have a cumulatively considerable net increase of NOx emissions. This is a <i>significant</i> impact.	S	<p>AQ-2: The following is a list of feasible control measures that the BAAQMD recommends to limit construction emissions of PM<sub>10</sub>. These mitigation measures shall be implemented for all areas (both on-site and off-site) where construction activities would occur.</p> <p><u>Measures to Reduce Fugitive Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Emissions</u></p> <ul style="list-style-type: none"> <li>◆ <del>Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.</del></li> <li>◆ <del>Cover all hauling trucks or maintain at least two feet of freeboard. Dust proof chutes shall be used as appropriate to load debris onto trucks during demolition.</del></li> <li>◆ <del>Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.</del></li> <li>◆ <del>Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.</del></li> <li>◆ <del>Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e. previously graded areas that are inactive for 10 days or more).</del></li> <li>◆ <del>Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.</del></li> <li>◆ <del>All untreated exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probes.</del></li> <li>◆ <del>Limit traffic speeds on any unpaved roads to 15 mph.</del></li> <li>◆ <del>Replant vegetation in disturbed areas as quickly as possible.</del></li> <li>◆ <del>Suspend construction activities that cause visible dust plumes to extend beyond the construction sites, especially during windy conditions.</del></li> </ul>	LTS<sup>SU</sup>*

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ <u>Vegetative ground cover (e.g. fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</u></li> <li>◆ <u>Prohibit the visible tracking of mud, dirt, or material onto public streets. If necessary, all trucks and equipment, including their tires, shall be washed off prior to leaving the site. Any visible mud or dirt tracked onto public roadways shall be removed using wet power vacuum sweepers at least once per day.</u></li> <li>◆ <u>During remediation and grading/fill import phases, site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</u></li> <li>◆ <u>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.</u></li> <li>◆ <u>During renovation and demolition activities, removal or disturbance of any materials containing asbestos or other hazardous pollutants will be conducted in accordance with the BAAQMD rules and regulations.</u></li> <li>◆ <u>Remediation activities will be conducted in accordance with BAAQMD rules and regulations.</u></li> </ul> <p><u>Mitigation to Reduce NOx Emissions</u></p> <ul style="list-style-type: none"> <li>◆ <u>The project shall develop a plan for approval by the County or BAAQMD demonstrating that the heavy-duty (&gt; 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2010.</u></li> <li>◆ <u>At least 80 percent of the equipment that will be used on-site for 40 hours or more shall meet current Tier 3 engine standards.</u></li> </ul>	

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ <u>The project applicant shall require the project developer or contractor to submit to the County or BAAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the remediation and grading (fill import and grading) phase of the project, except that an inventory shall not be required for any 30-day period in which little or no construction activity occurs.</u></li> <li>◆ Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The project shall ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately.</li> <li>◆ <del>The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors).</del></li> <li>◆ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from any residences. <u>Clear signage indicating such idling restrictions shall be posted at construction site access points.</u></li> <li>◆ <del>Properly tune and maintain equipment for low emissions.</del></li> </ul>	

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ <u>The applicant shall consider alternative sites and methods to import fill material to the site to reduce NOx emissions. Alternative methods could include use of tug boats or trucks with newer engines that meet recent EPA emissions standards that result in lower emissions. The applicant shall provide an analysis of such alternatives, along with a calculation of emissions for each method. The analysis shall demonstrate that NOx emissions from import of fill shall not exceed 15 tons/year. The County shall use this information to determine the acceptable method for importing fill material to the site. This may include a mix of methods and fill sites.</u></li> <li>◆ <u>Planned construction activities on Spare the Air days shall be reduced in an attempt to lower emissions. Emissions shall not exceed 54 pounds per day on each day that the BAAQMD forecasts a "Spare the Air Day" at least 24 hours prior. The County shall be provided a record of steps taken to reduce NOx emissions when Spare the Air Days were forecasted at least 24 hours prior.</u></li> <li>◆ <u>Designate a Disturbance Coordinator during construction activities. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues (e.g. dust and odors) within 48 hours. The contact information for this Coordinator shall be posted in plain view at the project site. A phone number for the Air District shall also be posted to ensure compliance with applicable regulations.</u></li> <li>◆ <u>Implementation of Mitigation Measure TRA-19 would require a construction management plan to avoid traffic congestion and specify truck routes.</u></li> <li>◆ <u>Consider alternative sites and methods to import fill material to the site to reduce NOx emissions. Alternative methods could include use of tug boats or trucks with newer engines that meet recent EPA emissions standards that result in lower emissions. The applicant shall provide an analysis of such alternatives, along with a calculation of emissions for each method. The analysis</u></li> </ul>	

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 <i>continued</i>		<p>shall demonstrate that NO<sub>x</sub> emissions from import of fill shall not exceed 15 tons/year. The County shall use this information to determine the acceptable method for importing fill material to the site. This may include a mix of methods and fill sites.</p> <ul style="list-style-type: none"> <li>Designate a Disturbance Coordinator when construction activity that includes site grading occurs within 200 feet of residences or sensitive land uses. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues (e.g. dust and odors) in a timely manner. The contact information for this Coordinator will be posted in plain view at the project site.</li> </ul>	
AQ-3: The project would generate new emissions that would affect long-term air quality. A majority of the ROG emissions would be generated by the use of consumer products that cannot be controlled, while emission of NO <sub>x</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> would be associated with vehicle travel. This would be a <i>significant</i> impact.	S	<p>AQ-3: The project applicant shall reduce air pollutant emissions from both traffic trips and area sources through the measures listed below.</p> <ul style="list-style-type: none"> <li>Bicycle amenities <del>should</del> <u>shall</u> be provided for the project. This would include secure bicycle parking for retail employees, bicycle racks for retail customers, and bike lane connections. This vehicle trip reduction measure could reduce emissions by an additional 0.5 percent.</li> <li>Pedestrian facilities <del>should</del> <u>shall</u> include easy access and signage to bus stops and roadways that serve the major site uses (e.g. retail and residential uses). This may reduce emissions by an additional 0.5 percent.</li> <li>Project site employers <del>should</del> <u>shall</u> be required to promote transit use by providing transit information and incentives to employees. This measure may reduce emissions by about 0.5 percent.</li> <li>Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and residential uses.</li> <li>Prohibit idling of trucks at loading docks for more than five minutes and include signage indicating such a prohibition.</li> </ul>	SU

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-3 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ Provide 110- and 220-volt electrical outlets at loading docks.</li> <li>◆ Implement a landscape plan that provides shade trees along pedestrian pathways.</li> <li>◆ Obtain LEED certification or achieve equivalent energy efficiency for new residential and commercial buildings, which would reduce the future energy demand caused by the project.</li> <li>◆ Implementation of Mitigation Measure TRA-1b would require that the project applicant establish a transportation demand management (TDM) program which shall be funded and administered by the property owners association with the goal of reducing the forecasted auto trip generation from the project by 15 percent.</li> <li>◆ The effectiveness of these required measures shall be monitored on a biannual basis, and traffic counts will be conducted to determine if the 15 percent reduction of forecasted traffic levels is being achieved. If additional measures are necessary to achieve the 15 percent reduction, the TDM coordinator shall implement other measures to enhance the TDM program.</li> <li>◆ Implementation of Mitigation Measure TRA-14 would reroute the VINE Route #10 bus so that it would serve the proposed project's transit center.</li> <li>◆ <u>The Napa County Regional Park and Open Space District is in the process of obtaining permits for a 4,000-plus linear foot segment of trail completing the connection between the project site and the City of American Canyon. Prior to occupancy of the project, the applicant shall contribute its fair share towards the cost of constructing this segment of the trail.</u></li> </ul>	

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-4: The project could expose new residences to air quality nuisances associated with adjacent heavy industrial uses that may include gravel loading/unloading facilities. This would be a <i>potentially significant impact</i> .	PS	<p>AQ-4: The following measures shall be implemented prior to construction of new residences near barge loading/unloading areas:</p> <ul style="list-style-type: none"> <li>◆ Prior to occupation of the project by <u>sensitive receptors (e.g. residents)</u>, the applicant will develop a detailed site plan that includes features to reduce dust nuisance exposures to future project residences located near industrial activities. These features shall include the following:               <ul style="list-style-type: none"> <li>• Wind break in the form of mature trees with sufficient density to reduce wind flow. <u>BAAQMD recommends consideration of tiered plantings of trees such as redwood, deodar cedar, live oak, and oleander to reduce TAC and PM exposure.</u></li> <li>• Buffers to avoid placement of residences near or adjacent to active or planned active industrial uses. Adequate buffers shall be determined through site-specific studies that take into account designs for new residences and anticipated future industrial activities or establish a 200-foot buffer.</li> <li>• <u>Install and maintain air filtration systems of fresh air supply either on an individual unit-by-unit basis, with individual air intake and exhaust ducts ventilating each unit separately, or through a centralized building ventilation system. The ventilation system should be certified to achieve a certain effectiveness, for example, to remove at least 80 percent of ambient PM25 concentrations from indoor areas. The air intake for these units shall be located away from areas producing the air pollution (i.e. toward the south).</u></li> <li>• <u>Require rerouting of nearby heavy-duty truck routes.</u></li> <li>• <u>Enforce parking restrictions and idling of heavy-duty diesel trucks in the vicinity.</u></li> </ul> </li> </ul>	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>AQ-5:</b> The on-site wastewater treatment facility and new restaurants could be a source of odors that could result in odor complaints from new residences that are part of the project. This would be a <i>potentially significant impact</i>.</p>	PS	<p><b>AQ-5a:</b> Prior to construction, an odor control plan shall be developed for the wastewater treatment plant. This plan will describe the odor controls designed into the plan along with contingencies to address unexpected odor complaints. <u>Typical odor controls incorporated as part of an odor control plan for the wastewater treatment plant may include the following measures:</u></p> <ul style="list-style-type: none"> <li>◆ <u>Use of enclosed head works with enclosed sludge removal and storage</u></li> <li>◆ <u>Ultraviolet disinfection</u></li> <li>◆ <u>Small aerated ponds</u></li> <li>◆ <u>Use of an odor control unit for air exhaust from head works</u></li> <li>◆ <u>Use of additional oxygen in a membrane bioreactor to eliminate odors</u></li> </ul> <p><b>AQ-5b:</b> The County shall review plans for new restaurants in neighborhoods with residences to ensure that these uses install kitchen exhaust vents in accordance with accepted engineering practice, and shall install exhaust filtration systems or other accepted methods of odor reduction.</p>	LTS
<p><b>GREENHOUSE GAS EMISSIONS</b></p>			
<p><b>GHG-1:</b> The project GHG emissions account for 2.4 percent of total 2020 countywide GHG emissions. The largest net impact in GHG is from project-related transportation GHG emissions at 22,836 metric tons CO<sub>2e</sub>. This equals 2.8 percent of total 2020 countywide transportation-sector GHG emissions in year 2020. The residential sector equals 3.5 percent commercial/industrial/construction sector equals 1.0 percent, and the waste sector equals 0.9 percent of year 2020 countywide emissions in these respective sectors.</p>	PS	<p><b>GHG-1a:</b> As part of phase one, the applicant shall construct and lease retail space to an on-site market that also sells fresh, locally grown produce. The applicant shall provide for rental subsidies if needed to ensure long term tenancy of a market providing on-site access to fresh food, thereby reducing VMT for project site residents and from food distributors.</p> <p><b>GHG-1b:</b> The applicant shall provide long term funding for marketing proposed housing units to members of the local workforce and shall market units to businesses in the project vicinity (for employee housing). Both marketing programs shall include a monitoring component to measure their effectiveness and shall be adjusted as needed to maximize the sale and lease of housing units to members of the local workforce for a period of time to be determined by the County and developer.</p>	SU

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GHG-1 <i>continued</i>		<p><u>GHG-1c</u>: In obtaining LEED certification for the project, the applicant shall seek credits for solar panels installed on buildings and above parking lots with an aggregate total 3 megawatt peak output capacity. This would provide sufficient power for up to 1,500 residential units and reduce residential electricity consumption by about 40 percent.</p> <p><u>GHG-1d</u>: As a means of reducing global warming related impacts of a project, the project applicant shall incorporate additional measures to reduce the project's contribution to the countywide GHG emissions associated with development assumed under the County's General Plan. Such measures shall include the following additional items from the California Attorney General's Office (2008) list of suggested measures for reducing global warming related impacts of a project:</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> <li>◆ Design buildings to meet LEED certification requirements applicable as of the project approval date.</li> <li>◆ Install light colored "cool" roofs and cool pavements.</li> <li>◆ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.</li> <li>◆ Install light emitting diodes (LEDs) or other high efficiency lighting for traffic, street and other outdoor lighting.</li> <li>◆ Limit the hours of operation or provide minimally acceptable light intensities for outdoor lighting.</li> </ul> <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> <li>◆ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.</li> </ul>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GHG-1 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces unless required to mitigate health and safety concerns. These restrictions <del>shall</del> <u>shall</u> be included in the Covenants, Conditions, and Restrictions of the community.</li> </ul>	
		<i>Solid Waste Measures</i>	
		<ul style="list-style-type: none"> <li>◆ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>◆ Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> <li>◆ Provide adequate recycling containers in public areas, including parks, school grounds, paseos, and pedestrian zones in areas of mixed-use development.</li> </ul>	
		<i>Transportation and Motor Vehicles</i>	
		<ul style="list-style-type: none"> <li>◆ Promote ride sharing programs at employment centers (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride share vehicles, and providing a web site or message board for coordinating ride sharing).</li> <li>◆ At commercial land uses, all forklifts, “yard trucks,” or vehicles that are predominantly used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.</li> <li>◆ At commercial land uses, limit idling time for commercial vehicles, including delivery and construction vehicles.</li> </ul>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GHG-1 <i>continued</i>		<ul style="list-style-type: none"> <li>◆ Promote the use of alternative fuel vehicles and neighborhood electric vehicle programs through prioritized parking within new commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles.</li> <li>◆ Provide shuttle service from mixed-use and employment areas to public transit.</li> <li>◆ Provide information on all options for individuals and businesses to reduce transportation-related emissions, including education and information about public transportation.</li> <li>◆ Provide bicycle parking near building entrances to promote cyclist safety, security and convenience.</li> <li>◆ Provide secure bicycle storage at public garage parking facilities.</li> <li>◆ Locate facilities and infrastructure in all land use types to encourage the use of low or zero emission vehicles (e.g. electric vehicle charging facilities and conveniently located alternative fueling stations).</li> </ul>	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
HAZ-1: The project may expose people to a significant risk related to the accidental release of hazardous materials during the cleanup, construction and operation phases of the project.	S	HAZ-1: The project applicant shall fully implement the provisions of the RAP and RDIP including but not limited to the soil risk management protocols in the RDIP that address discovery of new or different contamination during earth-working and subsurface construction activities. As outlined in the RAP, such implementation would include multiple dust control strategies that would be employed during remediation. A water mist would be applied to the excavation and soil handling area and all truck haul routes, while the soil itself would be wetted, to reduce airborne dust generation. In addition, intermittent air monitoring would be conducted in accordance with local air quality management regulations, and equipment used to excavate, transport and manage soil would be decontaminated through a process of brushing and washing in a central decontamination area.	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HAZ-1 <i>continued</i>		In conjunction with amending the Site 1 WDRs, prepare and record a deed restriction acceptable to the RWQCB that ensures that no buildings are constructed on the WMU in a fashion that impairs access or functioning of the collection trench and drainage system, and that provides access for inspections and maintenance of a collection trench/drainage system sufficient to comply with the Site 1 WDRs.	
HAZ-2: The project site is currently listed by the Regional Board as a leaking underground fuel tank (LUFT) site as well as a spill, leak, investigation or cleanup (SLIC) site. Until implementation of the RAP has been successfully completed to the satisfaction of the RWQCB, materials and activities of the project site would create a hazard to the public or environment.	S	HAZ-2: The applicant shall carry out the provisions set forth in the RAP and clean up the site to levels below the levels protective of human health and the environment agreed to by the RWQCB. Following full implementation, the applicant <del>shall</del> shall prepare and submit a report to the San Francisco Bay RWQCB for review and approval. The report <del>shall</del> shall document cleanup activities performed, quantities of soil reused on-site and disposed of off-site, facilities that received exported material, soil gas sample analytical results, and verification that the targeted cleanup levels have been achieved.	LTS
HAZ-3: Previously unknown soil contaminants hazardous to the public and/or environment may be encountered during the process of project construction.	S	HAZ-3: To allow for the successful assessment and remediation of any previously unknown soil contaminants hazardous to the public and/or environment encountered during project construction, implement the protocols documented in the soil risk management plan portion of the RDIP in the event that such contaminants are encountered, and record in the deed records for the site a notice of the existence of the soil risk management protocols from the RDIP (including a full copy of those protocols) so that all owners of portions of the site have advanced notice of both the existence of the soil risk management plan and its terms and provisions.	LTS
<b>GEOLOGY, SOILS, AND SEISMICITY</b>			
GEO-1: Large earthquakes could generate strong to violent ground shaking at the site and could cause damage to buildings and infrastructure and threaten public safety. This is considered to be a <i>significant</i> impact.	S	GEO-1: Prepare and submit geotechnical reports prior to the construction of infrastructure, buildings and bridges. The improvement plans shall incorporate all design and construction criteria specified in the report(s). The geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to parcel/final map approval. The project geotechnical	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GEO-1 <i>continued</i>		engineer shall provide geotechnical observation during the construction, which will allow the geotechnical engineer to compare the actual with the anticipated soil conditions and to check that the contractors' work conforms to the geotechnical aspects of the plans and specifications. The geotechnical engineer of record will prepare letters and as-built documents, to be submitted to the County, to document their observations during constructions and to document that the work performed is in accordance with the project plans and specifications.	
GEO-2: The proposed project facilities could be damaged by liquefaction. This is considered to be a <i>significant</i> impact.	S	GEO-2: The recommendations for both special foundations and other geotechnical engineering measures specified in the applicant's geotechnical reports (prepared by T&R, dated January 23, 2007 and May 21, 2007) shall be implemented during design and construction. These measures include engineering and compaction of new fills, removal or improvement of potentially liquefiable soils and compressible soils, and use of deep foundations. Documentation of the methods used shall be provided in the required design-level geotechnical report(s).	LTS
GEO-3: Lateral spreading during future earthquakes could cause severe damage to structures and threaten public safety. This is considered to be a <i>significant</i> impact.	S	GEO-3: Lateral spreading shall be mitigated by correcting the liquefaction hazard to which it is related. Corrective measures, which shall be included in the required design-level geotechnical report(s), <del>shall</del> shall include: <ul style="list-style-type: none"> <li>◆ Engineering and compaction of new fills.</li> <li>◆ Removal or densification of liquefiable soils.</li> <li>◆ Use of relatively rigid foundations.</li> </ul>	LTS
GEO-4: The existing fill and native marine sediments could undergo settlement that could cause damage to foundations and pavements. Settlements of the estuarine deposit could have adverse effects on site drainage, hardscape improvements, shallow foundations and transitions between on-grade and pile-supported structures. This is considered to be a <i>significant</i> impact.	S	GEO-4: Poorly compacted fills shall be mitigated by excavation and/or additional compaction. Options to mitigate these effects include implementing a surcharge program, supporting structures with deep foundations that include drilled or driven piles and installing flexible connections for utilities. The geotechnical recommendations for mitigation of existing and proposed fills, and for settlement of native soils, that are contained in the applicant's geotechnical reports <del>shall</del> shall be implemented. These measures include removal and recompaction of pre-existing loose fills, and proper engineering and compaction of all new fills.	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>GEO-5:</b> Expansive soils could cause damage to foundations and pavements. This is considered to be a <i>significant</i> impact.	S	<b>GEO-5:</b> As a part of final design, the project geotechnical engineer shall make specific recommendations for mitigation of expansive soils under pavements and structures. These recommendations shall be based on testing of the in-site fill materials. The recommendations shall be submitted to the County as a part of building and/or paving plan submittal.	LTS
<b>HYDROLOGY AND WATER QUALITY</b>			
<b>HYDRO-1:</b> The Feasibility Analysis appended to the Napa Sanitation District NPDES Permit contains a statement from the SFBRWQCB that: “Cyanide is a regional problem associated with the analytical protocol for cyanide analysis due to matrix interferences. A body of evidence exists to show that cyanide measurements in effluent may be an artifact of the analytical method.” Studies by LA County Sanitation District and the City of Santa Rosa indicate that the preservation step in the cyanide analysis artificially creates cyanide. The project has the potential to violate water quality standards for cyanide.	S	<b>HYDRO-1:</b> Prior to the operation of the WWTP, a monitoring plan shall be developed for cyanide to determine if cyanide is present in project effluent samples. If cyanide is present in project effluent samples at levels in excess of the lowest applicable criterion (5.2 ug/L), then studies shall be conducted to determine if the cyanide is being created by sample preservation. If this is the case, the project proponents <del>shall</del> go through the regulatory processes to allow analysis of cyanide without effluent sample preservation. If the cyanide is not a result of the sample preservation analytical method, source control shall be implemented. Source control could include identifying and controlling industrial sources of cyanide or precursors that favor formation of cyanide in the treatment plant. Authority for treatment plant owners to establish and enforce limits on the quality of sewage discharged to the collection system from industrial is established in the federal Clean Water Act.	LTS
<b>HYDRO-2:</b> Waste discharge into Bedford Slough might exceed water quality standards for zinc.	S	<b>HYDRO-2:</b> Zinc in effluent shall be reduced through source control or by wetland design to achieve sufficient zinc removal in the wetland. Source control includes identifying and controlling industrial sources of zinc in the project area. Authority for treatment plant owners to establish and enforce limits on the quality of sewage discharged to the collection system from industrial users is established in the federal Clean Water Act.	LTS
<b>HYDRO-3:</b> Discharge to Bedford Slough will result in a significant impact for dissolved oxygen.	S	<b>HYDRO-3:</b> Dissolved oxygen concentrations in the discharge to Bedford Slough shall be monitored and, when needed, be increased by mechanical aeration, air injection, oxygen injection, or other means. This could occur in the wetland or between the wetland and Bedford Slough.	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<del>HYDRO-4</del> Discharge of zinc in surface water to Bedford Slough could exceed levels for chronic toxicity.	S	<del>HYDRO-4</del> Mitigation Measure HYDRO-2 shall apply. Zinc in effluent will be reduced through source control or by wetland design to achieve sufficient zinc removal in the wetland. Source control would include identifying and controlling industrial sources of zinc in the project area. Authority for treatment plant owners to establish and enforce limits on the quality of sewage discharged to the collection system from industrial is established in the federal Clean Water Act.	LTS
<del>HYDRO-5</del> <del>2</del> <del>N/A</del> Impacts to groundwater are expected to be less than significant; however, a monitoring program is proposed to confirm the assumptions inherent in the analysis, to document the water level response in the aquifer, and to conform with the County's goals and policies.		<del>HYDRO-5</del> <del>2</del> Prior to approval of the final grading plan, the project applicant shall prepare a Groundwater Monitoring and Mitigation Plan (GMMP) to allow for adaptive management of the aquifer. The GMMP shall be submitted for comment and approval by the County. The GMMP shall contain the following elements: <ul style="list-style-type: none"> <li>◆ Monitoring and reporting of extraction rate and water usage within the project area,</li> <li>◆ Monitoring of groundwater levels in existing wells within the project area,</li> <li>◆ Monitoring of water levels in wells screened in different geologic units to verify that there is no connection between the Sonoma Volcanics aquifer and the alluvial aquifer,</li> <li>◆ Coordination with the County to share water level data with neighboring sites to evaluate regional groundwater trends,</li> <li>◆ Identification of specific 'trigger points' at which water level response is deemed greater than expected in the Stetson analysis, and an outline of an action plan if those trigger points are exceeded; and,</li> <li>◆ Additional aquifer testing as new wells are drilled.</li> </ul> Prior to each new phase of the project, and prior to discretionary approval of water users in the industrial area the results of the monitoring program will be summarized for review and approval by the County. If water usage in previously-approved phases exceeds estimated demand and if water level response in the aquifer due to project-related pumping is greater than anticipated, additional study will	N/A/LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-52 <i>continued</i>		be performed to evaluate whether groundwater pumping from the project is causing or contributing to an adverse impact on the aquifer. If so, additional conservation measures will be implemented to reduce water use. Conservation measures may include reduction in irrigation with domestic water, increased use of treated wastewater, car washing bans, or other measures consistent with typical drought-related water rationing.	
HYDRO-63: The rerouting of drainage in the project area would potentially exceed the capacity of existing or planned stormwater drainage systems.	S	HYDRO-63: Before the approval of grading plans and building permits, the project applicant(s) for all project phases shall submit final drainage plans to the County demonstrating that off-site upstream runoff would be appropriately conveyed through the project site, and that project-related on-site runoff would be appropriately detained to reduce flooding impacts. The plans shall adhere to the guidelines and requirements set forth for drainage in the Napa County Road & Street Standards. Design of BMPs for flood control shall comply with all regulations and be approved by the County.	LTS
HYDRO-74: The project may result in significant impacts to water quality for both the construction and post-construction phases if appropriate measures are not taken to control pollutants. The following mitigation measure has been included to guide the preparation of the appropriate documents, and would result in a <i>less-than-significant</i> impact to surface water quality when implemented.	S	HYDRO-74: Prior to approval of grading permits and improvement plans (for each project phase), the project applicant shall prepare and submit an Erosion and Sediment Control Plan (ESCP) for review and approval by the County. The ESCP shall include the locations and descriptions of control measures (BMPs), such as straw bale barriers, straw mulching, straw wattles, silt fencing, and temporary sediment ponds to be used at the project site to control and manage erosion and sediment, control and treat runoff, and promote infiltration of runoff from new impervious surfaces. The Applicant shall also submit a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the NPDES Construction General Permit and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the County prior to issuance of a grading permit. The SWPPP shall incorporate the ESCP and describe construction-phase housekeeping measures, such as spill prevention and cleanup measures, means of waste disposal, and best management practices training for on-site workers. The SWPPP shall incorporate the monitoring requirements and other provisions in the recently updated SWRCB General Permit for Construction Activities (approved September 2, 2009).	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-4 continued			
HYDRO-85: Improperly-decommissioned, unused wells may provide a conduit for poor-quality water in the alluvial aquifer to enter the underlying Sonoma Volcanics aquifer.	S	A Stormwater Runoff Management Plan (SRMP) shall also be prepared for review and approval by the County, as specified in the Napa County Post-Construction Runoff Management Requirements. The SRMP shall include descriptions and designs of the post-construction BMPs to be implemented, such as bioswales, biofiltration features and stormwater retention basins, well as non-structural BMPs, such as street sweeping and covered waste disposal areas. The SRMP shall also prescribe monitoring and maintenance practices for the BMPs to maintain treatment effectiveness. Where applicable, these BMPs shall be designed based on specific criteria from recognized BMP design guidance manuals, such as the California BMP Handbooks (available at www.napastormwater.org).	LTS
HYDRO-96: The project would place housing within a 100-year flood hazard area as currently mapped on federal flood hazard delineation maps.	S	HYDRO-85: Prior to beginning of construction of the project, the applicant shall abandon all existing wells on the project site that are not planned for water supply or groundwater monitoring consistent with Napa County Environmental Health standards and the standards described in State of California Bulletin 74-81 (Water Well Standards). HYDRO-96: Prior to approval of the final grading plan, the project shall submit a request for a Conditional Letter of Map Revision (CLOMR) for review and action by FEMA and/or their designated representative in order to remove the elevated parcels from the SFHA. With the approved CLOMR and placement of fill as described, the project shall submit a request for a Letter of Map Revision (LOMR).	LTS
HYDRO-40Z: The project would expose people to a potentially significant risk of loss, injury or death involving flooding in the low lying central parkway, at-grade crossings, and the wetland/nature area due to backwater flooding from the Napa River at 100-year flood stage.	S	HYDRO-40Za: The project proponents shall construct floodgates at either end of the railroad ROW as described in the PWA memorandum. Operation and maintenance of the floodgates shall be established in an agreement authorized and approved by the Napa County Office of Emergency Services, (NCOES) and shall be the responsibility of the Home Owners Association (HOA) or such other responsible legal entity as determined in agreement with the NCOES.	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-7 <i>continued</i>		HYDRO-4 <b>b</b> : While the floodgates will provide protection for the area between them, the wetland area to the south and the adjacent park areas would remain vulnerable. The project proponents shall provide adequate public signage in the nature area and wetland, warning park patrons of the potential flood hazard.	
<b>CULTURAL RESOURCES</b>			
CULT-1: Demolition of Basalt Shipyard buildings and structures would alter the significance of an historic resource. The project would retain the four dry docks and the railroad grade. The dry docks were an integral part of the shipyard and their continued presence would offer a glimpse of the property's history. However, by removing the majority of historical buildings and structures, the shipyard's ability to convey its importance to local and national history is virtually eliminated, and the resource could no longer meet criteria for inclusion on the California Register of Historical Resources or the National Register of Historic Places.	S	CULT-1a: Prior to the demolition of buildings and structures comprising the district, the Basalt Shipyard shall be documented to the Historic American Buildings Survey (HABS) documentation level III, as follows: Documentation Level III 1. Drawings: sketch plan. 2. Photographs: photographs with large-format negatives of exterior and interior views. 3. Written data: architectural data form. Documentation shall be completed by a qualified architectural historian and shall include large-format photography and historical documentation. These documents shall be provided to the Napa County Historical Society and to the Napa County Library, assuring that the public has access to the record of this historic resource.	SU
		CULT-1b: An interpretive display featuring the shipyard's history shall be incorporated into the project. This display shall be located in an area accessible to the public and shall provide information regarding the historical contributions of the Basalt Shipyard. The display will help to place the dry docks in context for the public.	

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CULT-2: Ground disturbing activities could damage buried archaeological deposits.	S	CULT-2: Prior to any excavation on-site, an archaeologist <del>should</del> <u>shall</u> review excavation plans in areas identified as archaeologically/geologically sensitive and <del>should</del> <u>shall</u> develop a monitoring plan based on depth of the excavation and data from boring logs. The plan shall include observation of ground disturbing activities (such as grading, trenching and boring) to be focused in areas that are most likely to contain buried resources (see Figure 4.11-1). The archaeologist shall limit on-site monitoring to only areas where depth of excavation and information from boring logs suggests that sensitive resources may be encountered.  In addition, project personnel shall be made aware of the types of materials that denote possible archaeological sites. If archaeological materials are discovered accidentally during the course of construction, all work within 50 feet of the find shall stop while an assessment of the find is made by an archaeologist who is called in. If needed, a treatment plan shall be developed that takes into account the nature and scope of the find. This could range in complexity from a relatively brief investigation of a scatter of lithic materials, to a far more extensive recovery of human remains.	LTS
CULT-3: Ground disturbing activities could damage buried Pleistocene fossil deposits.	S	CULT-3: If paleontological deposits are discovered, all work within 50 feet of the find shall stop until a geologist who is called in can determine its significance. Specific recommendations for the treatment of paleontological materials would depend on the nature of the discovery and could range from brief investigation of a limited deposit of invertebrate remains to more extensive exposure and removal of large vertebrate fossils.	LTS
CULT-4: Ground disturbing activities could disturb human remains interred outside of formal cemeteries.	S	CULT-4: Project personnel shall be briefed in the proper procedures to follow in the event that human remains are encountered during construction and an archaeologist is not on-site. If human remains are discovered by an archaeologist or by project personnel, all work shall stop within 50 feet of the find and the Napa County Coroner shall be notified. If it is determined that the remains are those of	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CULT-4 <i>continued</i>		a prehistoric Native American, the Coroner shall notify the Native American Heritage Commission, which will identify the Most Likely Descendent to provide tribal recommendations regarding the disposition of the remains. To the extent feasible and reasonable, recommendations of the Most Likely Descendent shall be implemented.	
<u>CULT-5: Ground disturbing activities associated with constructing the water supply pipeline could damage buried archaeological deposits at CA-NAP-15 at Devlin Road.</u>	<u>S</u>	<u>Prior to any excavation on-site, an archaeologist shall review excavation plans near CA-NAP-15 and shall develop a monitoring plan based on the depth of the excavation. The plan shall include observation of ground disturbing activities (such as grading, trenching, and boring) to be focused in areas that are most likely to contain buried resources associated with CA-NAP-15. During construction activities, an archaeologist and a Native American monitor shall observe trenching from Soscol Road through the site, a distance of about 1,200 feet. If human remains are discovered accidentally during the course of construction, all work within 50 feet of the find shall stop while an assessment of the find is made by the archaeologist. If needed, a treatment plan shall be developed that takes into account the nature and scope of the find. The treatment plan shall provide for the recovery, disposition, and curation of significant cultural material in accordance with professional practices and consultation with the Native American monitor.</u>	<u>LTS</u>
<b>PUBLIC SERVICES AND RECREATION</b>			
<u>PS-1: Public Safety. The project would place personnel and equipment demands on the Napa County Sheriff, for which adequate funding has not been identified. The project could also place unanticipated demands on the Napa City Police Department as a result of an existing mutual aid agreement. This is a <i>significant</i> impact.</u>	<u>S</u>	<u>PS-1: In order to ensure adequate law enforcement staff and equipment, the County and the applicant shall complete the following based on an updated fiscal analysis at the time of project approval:</u>  1. The County shall establish a Napa Pipe Community Facilities District (CFD) or use an alternative financing method if necessary to supplement expected property tax revenues and fund ongoing costs associated with law enforcement services at the Napa Pipe site. The County shall also require the applicant to provide an adequate level of interim financing for law enforcement services between project approval and when funding becomes available from the CFD (or other method) and property taxes	<u>LTS</u>

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
PS-1 <i>continued</i>		2. The County shall consult with law enforcement personnel within the City of Napa as provided for by General Plan Policy SAF-34, and shall seek to renegotiate the terms of the automatic Mutual Aid Agreement between NCPD and NCSD to address concerns of each agency regarding potential increases in service calls.	
PS-2: Fire Services. The proposed project would result in demand for 10 additional Department staff members, a new Type I Fire Engine and an Aerial Fire Apparatus, for which funding is not currently available and new funding sources are not identified. This is a <i>significant</i> impact.	S	PS-2: In order to ensure adequate staff and equipment for fire services, the County and the applicant shall complete the following based on an updated fiscal analysis at the time of project approval: 1. The County shall establish a Napa Pipe Community Facilities District (CFD) or use an alternative financing method if necessary to supplement expected property tax revenues and fund increased fire protection services provided by the NCFD at the Napa Pipe site. The County shall also require the applicant to provide an adequate level of interim financing for law enforcement services between project approval and when funding becomes available from the CFD (or other method) and property taxes. 2. The County shall seek to renegotiate the terms of the automatic Mutual Aid Agreement between NCFD and the City of Napa Fire Department to address concerns of each agency regarding increases in service calls.	LTS
PS-3: School Facilities: The proposed project would increase the demand for school facilities. Although State law indicates that such impacts are mitigated via the payment of required school fees, the applicant in this case has agreed to additional mitigation; therefore, this is considered a <i>significant</i> impact.	S	PS-3: Based on the applicant's voluntary offer, the applicant shall reserve a 10-acre school site for use by the Napa Valley Unified School District (NVUSD). The site shall be located on or adjacent to the project site, and shall be suitable for school construction based on site criteria established by the California Department of Education. The school site shall be reserved for use by NVUSD until one of the following events occurs: (1) NVUSD determines that the school-aged population of the Napa Pipe project warrants construction of a school on the site and the site is	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
PS-4 <i>continued</i>		<u>thereafter transferred to NVUSD ownership, or (2) NVUSD determines that the school-aged population does not and will not warrant construction of a school on the site and so informs the applicant in writing, or (3) within 60 days of receiving notice of commencement of the third phase of construction (i.e. issuance of the building permit for a phase three building), the NVUSD has not in writing confirmed to the applicant that the site is either needed or not needed for an elementary school.</u>	
<u>PS-4PS-3: Library Services.</u> The population increase associated with the proposed project could hinder adequate provision of services, given the current needs of the library system. This is a <i>significant</i> impact.	S	<u>PS-4PS-3:</u> In order to ensure that adequate library services are provided, the County and the applicant shall complete the following based on an updated fiscal analysis at the time of project approval: 1. The County shall establish a Napa Pipe Community Facilities District (CFD) or alternative financing structure if necessary to supplement expected property tax revenues and fund increased library services needed to serve Napa Pipe residents. The County shall also require the applicant to provide an adequate level of interim financing, if necessary, between project approval and when funding becomes available from the CFD (or other method) and property taxes.	LTS
<b>UTILITIES</b>			
UTIL-1: The NSD has not fully evaluated the capacity of its facilities to serve the proposed project. The existing excess capacity of the facility cannot be identified as sufficient, and the facility's emergency storage capacity would be insufficient.	S	<u>UTIL-1:</u> If the project requires sewer service by NSD, the project applicant shall pay connection fees and sewer service fees <del>charges</del> to the NSD in compliance with the NSD's Sewer Use Ordinance <del>67</del> in effect at the time of <del>building permit issue</del> <u>the building permit is issued for each structure.</u> Additionally, the project applicant shall fund studies by NSD to determine the project impacts on the District's collection, treatment, and water recycling systems resulting from the additional loading from the portion of the project that exceeds the current County General Plan. All costs associated with the identification and mitigation of these impacts <u>must be paid for by the project applicant.</u>	LTS

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NAPA COUNTY  
 NAPA PIPE SUPPLEMENT TO THE DRAFT EIR  
 REPORT SUMMARY

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Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>UTIL-2:</b> The NSD has not fully evaluated the capacity of its facilities to serve the proposed project in combination with other cumulative projects. If the proposed project were to connect to the existing NSD sewer system, the treatment capacity of the NSD would need to be reevaluated. The existing excess capacity of the facility cannot be identified as sufficient to accommodate flows from this project in combination with other projects, and the facility's emergency storage capacity would be insufficient.</p>	S	UTIL-2: Implement Mitigation Measure UTIL-1.	LTS

**AESTHETICS**

*There are no direct, indirect, or cumulative significant impacts related to aesthetics as a result of the proposed project. Therefore, no mitigation measures are necessary.*

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