

4.5 REVISIONS TO THE SITE PLAN

The County released the 2009 DEIR in October 2009. Since that time, the applicant has revised the proposed site plan in five respects. The purpose of this chapter is to identify those revisions to the site plan, and to analyze whether there are any impacts associated with those changes that were not analyzed in the 2009 DEIR.

There are five major revisions to the Napa Pipe project site plan, including:

- ◆ Removal of many of the carriage ways proposed throughout the project site.
- ◆ Removal of the proposed constructed wetland that would have collected treated wastewater on-site.
- ◆ Relocation of the proposed water and wastewater treatment facilities onto the area previously designated for the constructed wetland.
- ◆ Relocation of the day care center from the west of the project site to the east.
- ◆ Maintaining the current configuration of Kaiser Road east of the project site.

These revisions are discussed below.

A. Removal of Carriage Ways and Realignment of Internal Streets

After circulation of the 2009 DEIR, the Napa County Department of Public Works (DPW) reviewed the Project's conformance to DPW development standards and roadway design guidelines and requested modifications to a few of the intersection and carriage way offsets. For example, Block 25 on the Project site plan originally included a roadway with a diagonal edge which resulted in limited offsets between the intersections on the collector roadway, creating the potential for collisions and roadway congestion.

In addition, as originally designed, a number of the carriage ways which fed to roadways, in particular those roadways around the square community gar-

den on the north-east side of the project site, could result in a similar potential for collision and congestion on the roadway system due to the close proximity between carriageway and roadway intersections.

Based on the comments from DPW, the applicant has revised the on-site roadway system to eliminate the conflicts that may have resulted from the system's original design. The diagonal roadway at Block 25 has been redesigned to be rectilinear. The diagonal carriage way through Block 15 as well as the carriage ways in Blocks 2, 7, 8, 10, 16, 17, 19, 21, 23, 26, 31, 35, 36, 39, 40 and 41 have been eliminated.

The removal of the carriage ways and realignment of internal streets does not necessitate revisions to the Traffic and Transportation section of the 2009 DEIR because the carriage ways are not major roadways and do not carry a significant amount of traffic. In addition, these changes would reduce the risk of collisions and congestion within the site. These changes are considered beneficial.

B. Removal of Constructed Wetlands

The removal of the proposed constructed wetlands would require that treated wastewater be discharged off-site. The 2009 DEIR states that treated wastewater would have been discharged through a recycled water pump station to be used for public parks and landscape irrigation and into constructed wetlands, which would flow into the Napa River. The proposed wetlands consisted of two ponds. Instead of discharging water into the constructed wetlands, the revised site plan proposes discharging water through recycled water pipelines. The removal of the constructed wetlands is considered insignificant because, as discussed in Chapter 4.2, wastewater is proposed to be conveyed through a pipeline and be discharged off site.

C. Relocation of the Proposed Water and Wastewater Treatment Facilities

The relocation of the proposed water and wastewater treatment facilities to the area previously designated for the constructed wetland is considered insignificant because the water and wastewater treatment facilities were previously to be located directly adjacent to the constructed wetlands and the use remains the same. Impacts associated with the water and wastewater treatment facilities have already been analyzed in the 2009 DEIR.

D. Relocation of Day Care Facility

The relocation of the neighborhood-serving day care facility from the west to the east of the project site is considered insignificant because the use remains the same. As shown in the revised site plan, a triangle block was created by straightening the road between block 25 and 30. That led to the decision to consider relocating the day care facility. The reasons for relocating the day care facility include less traffic at the new site, improved visibility, improved pick-up/drop-off facilities, and direct access to an adjacent park. Additionally, the new location for the day care facility would provide an amenity on the eastern portion of the site, and thus improve the overall balance of amenities between the east and west sides.

The day care would still be within Airport Compatibility Zone E, and would be located in a more residential area on the east side of the project site, rather than near the retail cluster and riverfront park on the west side of the project site. The day care facility would remain in the same proposed zoning district—Residential Mixed Use (RMU).

E. Removal of Kaiser Road Reconfiguration

The revised site plan does not include the reconfiguration of Kaiser Road to the east of the project site boundary. Originally, the site plan proposed that this segment of Kaiser Road would include a landscaped median, left turn

pockets, street trees, a roundabout, sidewalks, and bike paths. The revised site plan includes the proposed roundabout but does not include the other improvements to Kaiser Road east of the project site. Retaining the existing conditions of this segment of Kaiser Road is considered insignificant because the existing conditions of Kaiser Road would remain intact while still providing vehicular, pedestrian and bicycle access to the project site.