

# EXECUTIVE SUMMARY

## INTRODUCTION

This summary is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in the State CEQA Guidelines Section 15123(a), “an environmental impact report (EIR) shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the Guidelines, this section includes: (1) a summary description of the proposed project; (2) a synopsis of environmental impacts and recommended mitigation measures; (3) identification of the alternatives evaluated and of the environmentally superior alternative; and (4) a discussion of the areas of controversy associated with the project.

## SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

### BACKGROUND

#### PHYSICAL AND FUNCTIONAL DEFICIENCIES OF THE EXISTING JAIL

The existing Napa County Jail is located at the Hall of Justice at 1125 3<sup>rd</sup> Street in downtown Napa. Built in 1976, the Hall of Justice consists of approximately 72,800 square feet located on approximately one acre. In 1989, the Jail Annex was constructed as an attachment to the Hall of Justice; the Annex consists of 51,900 square feet. The existing jail is approximately 53 feet tall and includes 264 beds plus an additional 13 beds reserved for transfer holding bunks/non-rated beds assigned to disciplinary isolations and medical and mental health services (277 beds total). As of 2011, the existing jail employs 87 full-time equivalent (FTE) staff. In addition to housing the jail, the Hall of Justice provides office space for approximately 48 FTE County employees and contains meeting space, classrooms, and offices for the Community Corrections Service Center and the County’s contractor, BI, Inc.

In November 2004, at the direction of the Napa County Board of Supervisors (Board), a Criminal Justice Committee was formed to identify and address the County’s jail and other adult correctional system needs over the next 20 years. The Board’s direction was to embark on a well thought out effort to assess the operation of the local criminal justice system and its effect on jail use, and to make reasoned decisions on various issues, including, but not limited to, whether additional jail beds were needed. The culmination of activities by the Committee as well as various consultants led to the preparation of the *Napa County Adult Correctional System Master Plan*, which was prepared as three, phased reports in 2007, 2008, and 2010. These reports identified deficiencies in programs, practices, and capacity. Specifically, and according to findings presented in the *Napa County Adult Correctional System Master Plan Phase 1 Final Report* (Napa County 2007), it was determined that the existing jail has physical and functional deficiencies in the following areas:

- ▲ Inmate Housing, including insufficient capacity;
- ▲ Inmate Processing;
- ▲ Indoor/Outdoor Recreation;
- ▲ Medical and Mental Health Services;
- ▲ Inmate Programs;
- ▲ Food Preparation and Dining; and
- ▲ Building Maintenance and Building Equipment

## 2011 PUBLIC SAFETY REALIGNMENT

Napa County (County) has been considering demolition and expansion of the existing jail for several years, to accommodate a growing inmate population, provide up-to-date security, and increase the operating efficiency of the facility. Meanwhile, two events have accelerated the need for more capacity: implementation of Assembly Bill (AB) 109 “Realignment” of the California correctional system, which allows lower risk offenders to serve their sentence in County Jail instead of State prison; and the State budget challenge, which has resulted in lower funding for courts.

## PROJECT OBJECTIVES

The County has developed the following objectives for the project:

- ▲ develop a cost-effective and state of the art jail facility that provides adequate and efficient inmate housing, programming, medical, and mental health space in compliance with relevant requirements;
- ▲ provide for the efficient and timely transportation of inmates to and from court appearances;
- ▲ address the goals of the *Napa County Adult Correctional System Master Plan*;
- ▲ accommodate 366 beds in the near term, with possible expansion to 526 beds in the future;
- ▲ assist in meeting the goals outlined in the County’s approved community correction partnership plan; and
- ▲ ensure the jail is compatible with its neighborhood context and incorporates sustainable design features to the maximum extent feasible.

## PROJECT LOCATION

The project site is located in unincorporated Napa County, approximately two miles from downtown Napa. The new jail would be located on one of two contiguous parcels that are currently privately owned and zoned for industrial use (Pacific Coast parcel: assessor’s parcel number [APN] 046-370-021; Boca parcel: APN 046-370-024). Portions of both parcels are currently used for equipment storage, retail and wholesale of building materials, and an impound yard for a local towing company. The majority of the site has been previously graded, graveled, and paved. Site access is provided by Napa-Vallejo Highway/State Route (SR) 221 and the private roadway serving the adjacent Syar Napa Quarry.

Further site planning and design will be needed to determine precisely where the new jail will be located on one or both of these parcels. However, the analysis included in this EIR evaluates two possible site development layouts and assesses impacts associated with development of one or both parcels.

## PROJECT CHARACTERISTICS

The County proposes to acquire property and construct and operate a new jail, including a staff-secure facility, on approximately 15 to 20 acres in unincorporated Napa County. The three main components of the proposed project include:

- ▲ **New Jail.** The jail would be designed with an initial capacity of 366 beds, but would include core support facilities designed for expansion and occupancy of up to 526 beds in the event the County needs to add bed capacity at some point in the future. Ancillary facilities would include a storage and maintenance unit, administrative offices, food services, laundry, medical and mental health units, programming rooms, visiting areas, and inmate intake and release.

- ▲ **Staff-Secure Facility.** This facility would house 50 to 100 additional inmates, and would serve as a transitional step for inmates moving back to the community. The facility would also provide programming space, recreational areas, and staff offices, as well as kitchen and laundry space.
- ▲ **Use of Existing Jail.** The existing jail, located in downtown Napa, would remain in use as a day-holding facility for pre-trial inmates with Court appointments, and would also continue to accommodate County offices and meeting space.

There are currently 96 staff positions at the existing Downtown Jail. Based on the County's analysis, approximately 32 new staff would be required for a 366-bed facility, bringing the total staff at the project site to approximately 128. If the project were ultimately expanded to 526 beds, approximately 74 new staff would be required, bringing the total staff at the project site to approximately 170. In addition, approximately 40 new staff would be needed for the staff-secure facility. The proposed facilities would operate 24 hours a day year-round, with three eight-hour shifts (watches) and an overlapping administrative shift. New employees would include correctional officers, administrative staff, and other types of support staff.

Construction of a 366-bed jail and staff-secure facility is anticipated to begin in March 2016 and would be completed in approximately 24 months. The new jail is planned to be fully operational by March 2018. Additional phasing to construct the additional 160 beds is unknown this time.

## POTENTIAL APPROVALS AND PERMITS REQUIRED

The County is the lead agency, as defined by CEQA, for this EIR, and has the principal responsibility for ensuring that the requirements of CEQA have been met. After the EIR public review process is complete, the Board is the party responsible for certifying that the EIR adequately evaluates the environmental impacts of the County Jail Project. The Board has the authority to either approve or reject the County Jail Project.

Permits and approvals may be required from the following state and local agencies for construction of the proposed project:

### STATE

- ▲ **Bay Area Air Quality Management District:** Authority to construct (for devices like emergency generators that emit air pollutants); permit to operate.
- ▲ **Board of State and Community Corrections:** Compliance with adult Title 15 Regulations, and possible additional consultation if required.
- ▲ **California Department of Fish and Wildlife, Region 3:** Possible consultation.
- ▲ **California Department of Transportation, District 4:** Encroachment permit.
- ▲ **San Francisco Bay Regional Water Quality Control Board:** National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

### LOCAL

- ▲ **City of Napa:** Water service and related infrastructure plans.
- ▲ **Napa County Local Agency Formation Commission:** Sphere amendment (City and Napa Sanitation District), outside service agreement (City), and extension of water and sewer services to the site.
- ▲ **Napa Sanitation District:** Wastewater services and related infrastructure plans.

## ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Table ES-1, at the end of this chapter, provides a summary of the environmental impacts of the proposed project, the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after the implementation of the mitigation measures.

Implementation of the County Jail Project would result in the following significant unavoidable environmental impacts, following implementation of available mitigation measures:

- ▲ Impact 3.4-1, Generation of Greenhouse Gas Emissions
- ▲ Impact 3.9-1, Existing Plus Project Intersection Level of Service Impacts (Soscol Avenue-SR 221/SR 121-Imola Avenue and SR 221-Soscol Ferry Road/SR 29)
- ▲ Impact 3.9-2, Future Plus Project Intersection Level of Service Impacts (Soscol Avenue-SR 221/SR 121-Imola Avenue, SR 221-Soscol Ferry Road/SR 29, and Soscol Avenue/Silverado Trail)

## SUMMARY OF ALTERNATIVES

This EIR evaluates three alternatives to the proposed project in Chapter 6:

- ▲ No Project (No Development) Alternative: Under this alternative, the existing jail in downtown Napa would continue to be used without expansion of capacity.
- ▲ Mitigated Design Alternative: Alter building design and area of disturbance on the project site to reduce the significant impacts of the project.
- ▲ Downtown Site Alternative: Expand the existing jail to accommodate a single 398-bed jail on the existing site in downtown Napa.

In addition, several alternatives were considered and removed from further consideration, including locating a new jail near the airport, splitting jail operations between two sites, and avoiding the construction of a new jail by using alternatives to incarceration. Each of these alternatives is described briefly in Chapter 6, along with the reasons they were not considered further.

The No Project Alternative is environmentally superior to the proposed project. However, the No Project Alternative would not attain any of the objectives of the proposed project. Among the other alternatives, the Mitigated Design Alternative is environmentally superior to the project because it would incrementally lessen some of the project's significant and unavoidable impacts. However, this alternative would not meet the important project objective related to meeting future facility needs by providing the potential for up to 526 beds.

## AREAS OF CONTROVERSY

The County issued a notice of preparation (NOP) and Initial Study on January 29, 2013 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document (Appendix A). The NOP and Initial Study were circulated for 30 days, through February 27, 2013, and a noticed scoping meeting for the EIR occurred on February 20, 2013.

Appendix A contains the comment letters submitted during the public comment period as well as the Scoping Meeting Summary, which summarizes the comments received during the scoping meeting. Agency and public input during scoping raised the following environmental and/or project-related issues:

- ▲ Continued use of existing jail and plans for exterior improvements
- ▲ Plan for the remaining approximately 60 acres of the 80-acre project site (considering that the project would only use 15 to 20 acres)
- ▲ Approval from the Local Agency Formation Commission of Napa County (for water and wastewater services to be provided to the project site)
- ▲ Increased demand on utilities and service systems, including stormwater, water, wastewater, natural gas, and electricity
- ▲ Potential conflicts with Syar's private utility lines
- ▲ Increased traffic along SR 221 and its intersections
- ▲ Effects on mass transit used by Napa Valley College students and staff
- ▲ Site access via Basalt Road (effects resulting from shared entrance to Syar Napa Quarry) or Streblov Drive (effects on existing greenbelt and water feature)
- ▲ Possible enhancement of River Ridge Trail, including the creation of a new Class I bicycle trail extension
- ▲ Visual impacts along SR 221, which is identified in the *City of Napa General Plan* as a scenic corridor and a visual gateway into the community
- ▲ Potential land use incompatibility regarding the project site's proximity to the Syar Napa Quarry
- ▲ Alternative locations, such as the Napa Valley Corporate Park and Napa County Airport
- ▲ Need for the project and alternatives to incarceration

The County has considered the comments received as part of the public review process for the project during preparation of this DEIR.

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<b>3.2 Aesthetics</b>			
<b>Impact 3.2-1. Scenic Vista Impacts.</b> While the project site does contain scenic resources, such as the large landscape trees and the back drop of the Vaca Mountains, it is not considered to provide a scenic vista. Existing vacant industrial buildings and extensive paved areas detract from the scenic resources in and around the site. Therefore, construction of the new jail and ancillary facilities on either the Boca parcel or the Pacific Coast parcel would have no adverse effect on a scenic vista.	LTS	No mitigation is required.	LTS
<b>Impact 3.2-2. State Scenic Highway Impacts.</b> While SR 221 is Eligible for Listing as a Scenic Highway under the State Scenic Highway Program, SR 221 is not an Officially Designated State Scenic Highway and is not subject to an approved Corridor Protection Plan. Scenic resources on the project site are limited, but include several large landscape trees near the entrance road (Basalt Road), a row of landscape trees along the western boundary of the Pacific Coast parcel adjacent to SR 221, and a natural stand of riparian vegetation with trees at the northwest corner of the project site. However, these resources do not contribute to a memorable landscape that showcases the natural scenic beauty or agriculture of California.	LTS	No mitigation is required.	LTS
<b>Impact 3.2-3. Visual Character Impacts.</b> Construction of the new jail and ancillary facilities on either the Boca parcel or the Pacific Coast parcel would organize the visual appearance of the site by replacing some of the vacant and/or derelict industrial structures and outdoor equipment storage with modern low-rise structures surrounded by landscaped areas and parking lots. The proposed project would not degrade the visual quality of the views of the site and would not have an adverse effect on the visual character of the site or the surrounding area.	LTS	No mitigation is required.	LTS

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<p><b>Impact 3.2-4. Light and Glare Impacts.</b> Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to parking lot lighting at Napa Community College, northwest of the project site. No high-mast lighting at the project site is proposed. The project site is adjacent to rural land uses to the south and east, and lights installed on the site would be potentially visible from these areas. Project construction would be subject to the requirements of the California Building Code (California Code of Regulations, Title 24), including Title 24, Part 6 of the California Code of Regulations. Compliance with the Title 24 lighting and energy requirements would ensure that light from the proposed project would not spill over to adjacent rural properties.</p>	LTS	No mitigation is required.	LTS
<b>3.3 Air Quality</b>			
<p><b>Impact 3.3-1. Short-term Construction-Generated Emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.</b> Short-term construction-generated emissions could exceed BAAQMD’s significance threshold for criteria air pollutants (e.g., ROG, NO<sub>x</sub>, exhaust PM<sub>10</sub> and PM<sub>2.5</sub>) unless BAAQMD-Best Management Practices for dust control are implemented. Therefore, fugitive dust emissions could contribute to pollutant concentrations that exceed the NAAQS or CAAQS and would be inconsistent with the County’s policy (CON-77) requiring consistency with BAAQMD requirements.</p>	S	<p><b>Mitigation Measure 3.3-1. Implement Construction-Related Measures to Reduce Impacts from Fugitive Dust Emissions.</b> The County will require its contractors to comply with the following construction-related measures to reduce impacts from fugitive dust emissions:</p> <ul style="list-style-type: none"> <li>› All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.</li> <li>› All haul trucks transporting soil, sand, or other loose material off-site will be covered.</li> <li>› All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>› All vehicle speeds on unpaved roads will be limited to 15 mph.</li> <li>› All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders</li> </ul>	LTS

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		<p>are used.</p> <ul style="list-style-type: none"> <li>› Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage will be provided for construction workers at all access points.</li> <li>› All construction equipment will be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment will be checked by a certified visible emissions evaluator.</li> <li>› Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The Air District’s phone number will also be visible to ensure compliance with applicable regulations.</li> <li>› Building pads shall be laid as soon as possible upon completion of grading, unless seeding or soil binders are used to minimize wind-generated fugitive dust emissions.</li> </ul>	
<p><b>Impact 3.3-2. Long-term Operational-Generated Emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>.</b> Implementation of the proposed project would not result in long-term operational emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> that exceed BAAQMD’s thresholds of significance (54 lb/day for ROG and NO<sub>x</sub>, 82 lb/day for PM<sub>10</sub> and 54 lb/day for PM<sub>2.5</sub> exhaust) or substantially contribute to concentrations that exceed the NAAQS or CAAQS.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact 3.3-3. Mobile-Source CO Concentrations.</b> Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Short-term, construction-and long-term operation of the proposed project</p>	LTS	No mitigation is required.	LTS

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would not result in increases in traffic such that the BAAQMD screening criteria would be triggered. Therefore, the project would not result in increased concentrations of CO that would expose sensitive receptors to unhealthy levels.			
<b>Impact 3.3-4. Exposure of Sensitive Receptors to TACs.</b> Short-term construction activities would not result in substantial emissions of diesel PM, would be relatively temporary (i.e., 24 months for initial construction and 13 months for future expansion), and would not be located in close proximity to off-site sensitive receptors (i.e., Napa State Hospital located approximately 1,300 feet to the north of the project site). TACs associated with long-term operations of the proposed project would be intermittent and also would not be located in close proximity to off-site sensitive receptors. Therefore, levels of TACs from project-related construction and operations would not result in an increase in health risk exposure at off-site sensitive receptors. In addition, inmates and workers at the project site would not be exposed to a level of cancer, chronic, or acute risk from the combination of nearby TAC sources that exceed applicable thresholds.	LTS	No mitigation is required.	LTS
<b>Impact 3.3-5. Exposure of Sensitive Receptors to Odors.</b> The proposed project would not result in any new sources of odor into the area nor are any major odor sources located near the project site. In addition, the nearest off-site sensitive receptor is located over 1,000 feet to the north.	LTS	No mitigation is required.	LTS
<b>3.4 Greenhouse Gas Emissions</b>			
<b>Impact 3.4-1. Generation of Greenhouse Gas Emissions.</b> The proposed project (366 beds or 526 beds) would result in long-term operational emissions from mobile (i.e., employees and visitors) and indirect sources (i.e., electricity consumption) that exceed 1,100 MT CO <sub>2</sub> e/year.	S	<b>Mitigation Measure 3.4-1. Incorporate Design Features into Project to Reduce Project-Related Operational GHG Emissions.</b> To reduce project-related operational GHG emissions, Napa County shall achieve a 15% or more reduction in energy consumption below Title 24 standards (Green Building Code). Measures implemented to achieve this performance standard may include but shall not be limited to the following:	SU

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		<ul style="list-style-type: none"> <li>› construct all new buildings at the new jail facility to LEED Gold standard;</li> <li>› install enough solar panels on and/or around the new facility to meet the facility’s full electricity demand on a year-round basis, provided that the County has the funding to support associated capital costs at the time of building;</li> <li>› install rooftop solar hot water heaters to partially meet the demand for hot water by the facility;</li> <li>› in rooftop areas where solar panels or solar hot water heaters are not installed, incorporate cool roofs using material with a greater than or equal to 30 albedo (i.e., the proportion of the incident light or radiation reflected by a surface);</li> <li>› install smart meters and programmable thermostats into the heating, ventilation, and cooling systems for all buildings;</li> <li>› only include drought tolerant plants in the facility’s landscaping; and</li> <li>› install energy-efficient appliances, fixtures, and water-saving plumbing (i.e., low-flow toilets, faucets).</li> </ul>	
<p><b>Impact 3.4-2. Impacts of Climate Change on the Project.</b> Climate change is expected to result in a variety of effects on the project area including changes to timing and intensity of precipitation resulting in increased risk from flood and impacts associated with increased stormwater runoff. Climate change could also result in increased temperatures, leading to increased wildland fire risk and elevated sea levels. However, the proposed project is not located in an area prone to wildland fire and is not located near the California coast such that projected sea level rise would directly affect the project. Additionally, Napa County has various policies in place that would protect development from increased risk of flooding.</p>	LTS	No mitigation is required.	LTS

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<b>3.5 Hazards and Hazardous Materials</b>			
<p><b>Impact 3.5-1. Exposure of Construction Workers and the Environment to Hazardous Materials.</b> A 2012 environmental record search identified two addresses associated with the project site on several environmental databases related to historic quarry operations and the use and/or generation of hazardous materials by various site owners and/or tenants over time. Both addresses were listed in the record search under the HAZNET and/or Small Quantity Generator (SQG) database under various business names. Currently, the project site is used for various industrial purposes. Based on prior history of the project site and surrounding area, proposed demolition, excavation, and facility construction activities on the project site could result in the exposure of construction workers and the general public to previously undiscovered hazardous materials contamination.</p>	PS	<p><b>Mitigation Measure 3.5-1. Prepare and Implement a Health and Safety Plan.</b> To avoid health risks to construction workers, the County will prepare a Health and Safety Plan prior to initiating any demolition, grading, or other earthmoving activities. This plan will outline measures that will be employed to protect construction workers and the public from exposure to hazardous materials during demolition and construction activities.</p> <p>These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and installation of wind fences. Contractors will be required to comply with state health and safety standards for all demolition work. If necessary, this will include compliance with OSHA and Cal-OSHA requirements regarding exposure to asbestos and lead-based paint.</p> <p>In addition, the plan shall include procedures to follow in the event that contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction. Such procedures could include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> <li>› all work shall be halted in the affected area and the type and extent of the contamination shall be determined.</li> <li>› the project contractor will notify the Napa County Environmental Health Division if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation.</li> <li>› any contaminated areas will be remediated in accordance with recommendations made by the Napa County Environmental Health Division, SFRWQCB, and DTSC.</li> <li>› remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of</li> </ul>	LTS

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		<p>contaminated soil materials to an appropriate off-site disposal facility, mixing of on-site soils, and capping (i.e., paving or sealing) of contaminated areas.</p> <p>Before demolition of any structure, or removal of building materials, the County will hire a qualified consultant to investigate whether any building materials to be removed contain lead or asbestos-containing materials that could become friable or mobile during demolition/construction activities. If found, the lead- or asbestos-containing materials will be removed by an accredited inspector in accordance with U.S. EPA and Cal-OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials will comply with Cal-OSHA asbestos worker construction standards. The lead- or asbestos-containing materials will be disposed of properly at an appropriate off-site disposal facility.</p>	
<p><b>Impact 3.5-2. Impacts From Implementation Of Or Physical Interference With An Adopted Emergency Response Plan Or Emergency Evacuation Plan.</b> The specific access and circulation plan for the proposed project is still in the design phase and a site-specific emergency response plan has not been prepared. Therefore, the project’s compatibility with implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan is currently unknown.</p>	PS	<p><b>Mitigation Measure 3.5-2: Prepare Emergency Response Plan Consistent with the County’s OAHMP.</b> The County will prepare an emergency response plan for the new jail in coordination with first responders and other emergency agencies. The plan will include an evacuation plan for the site that will detail what parties are responsible for specific response actions. The plan will also identify applicable mitigation from the OAHMP; this may include community education programs, post-emergency power generation plans, remote area detection systems, and communication and response systems that contribute to effective emergency response in the County. The emergency response plan for the new jail will be approved by the Napa County PBES and the Napa County Fire Chief prior to issuance of occupancy permits.</p>	LTS
<b>3.6 Hydrology and Water Quality</b>			
<p><b>Impact 3.6-1. Short-term, Construction-Related Water Quality Degradation.</b> Project construction activities would involve extensive grading and movement of soil, which could result in erosion and sedimentation, and discharge of other nonpoint source pollutants in</p>	LTS	No mitigation is required.	LTS

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on-site stormwater that could then drain to off-site areas and degrade local water quality. To avoid or minimize the potential for adverse construction-related effects on water quality, the County would be required to comply with its stream setbacks and SFRWQCB regulations that require the preparation of a SWPPP and implementation of BMPs that protect water quality and minimize erosion.			
<p><b>Impact 3.6-2. Increase in Surface Runoff Potentially Exceeding the Capacity of Existing or Planned Stormwater Drainage Systems.</b> Construction and operation of a new jail and ancillary facilities would add new development at the project site, which could potentially increase surface runoff. This increase in surface runoff could result in an increase in both the total volume and the peak discharge rate of stormwater runoff, and could result in exceeding the capacity of on-site stormwater systems and greater potential for on- and off-site flooding.</p>	PS	<p><b>Mitigation Measure 3.6-2a. Complete Final Drainage Plan and Provide Adequate On-site Storm Drainage Facilities.</b> Prior to final project design, the County will assess drainage patterns and potential downstream flooding impacts including increased flow rates and volume and flood potential. Final project design will include design features to ensure that all runoff from the project site will not exceed pre-project flow rates.</p> <p>As part of the final design process, the County will ensure that the proposed drainage plans are consistent with local requirements. The final drainage plan will include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>› an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods that accurately evaluate potential changes to runoff, including increased surface runoff;</li> <li>› installation of a drainage basin, if needed, to accommodate on-site stormwater flows designed to be consistent with the requirements of Napa County and provide enough storage to accommodate the difference between calculated 10-year storm peak run-off of the existing site and the 100-year storm runoff of the developed site;</li> <li>› implementation of appropriate Best Management Practices (BMPs);</li> <li>› a description of any treatments necessary to protect earthen</li> </ul>	LTS

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		<p>channels from erosion, and modifications that may be needed to existing underground pipe and culvert capacities;</p> <ul style="list-style-type: none"> <li>&gt; a description of the proposed maintenance program for the on-site drainage system; and</li> <li>&gt; a description of the project-specific standards for installing drainage systems.</li> </ul>	
		<p><b>Mitigation Measure 3.6-2b. Prepare and Implement a SWPPP.</b> The County will prepare a SWPPP to include the incorporation of source control, site design, and treatment control BMPs to address anticipated and potential pollutants including but not limited to the following:</p> <p>Source Control</p> <ul style="list-style-type: none"> <li>&gt; All storm drain inlets and catch basins will be stenciled or have a tile placed with prohibitive language and/or graphical icons to discourage illegal dumping.</li> <li>&gt; Waste collection areas will (1) be paved with an impervious surface, designed not to allow runoff from adjoining areas, and screened or walled to prevent off-site transport of trash; and (2) contain attached lids on all trash containers that exclude rain; or (3) contain a roof or awning to minimize direct precipitation. Waste will be collected by a servicing company on a routine basis. This will minimize direct contact of trash and debris with precipitation.</li> <li>&gt; Drought-tolerant native or naturalized landscaping will be used to the maximum extent practicable to reduce the need for pesticides, fertilizers, and irrigation.</li> <li>&gt; Maintenance personnel will be educated on environmentally friendly pesticides and herbicides and will be encouraged to reduce or eliminate the need for pesticides. Personnel will also be required to be familiar with and to apply the principles of integrated pest management.</li> </ul>	

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<ul style="list-style-type: none"> <li>› Maintenance personnel will be educated on effective and efficient use of fertilizers and encouraged to minimize use of their application.</li> <li>› Maintenance personnel will inspect the site routinely for trash and debris to reduce the potential discharge of materials into the storm drain system. Maintenance personnel will also monitor storm drain inlets and catch basins for trash and debris.</li> <li>› Efficient landscape irrigation systems with rain sensors will be used where possible to minimize runoff of excess irrigation water to the stormwater conveyance system. Irrigation systems will be designed to each landscape area’s specific water requirements. Flow reducers or shutoff valves triggered by a pressure drop will be used to control water loss in the event of broken sprinkler heads or lines.</li> <li>› Maintenance personnel will be trained to inspect the facilities for signs of plumbing and sewer problems. A routine monitoring schedule will be put in place to check cleanouts and other facility controls for maintenance needs.</li> </ul> <p>Site Design</p> <ul style="list-style-type: none"> <li>› Runoff from roofs will be directed to landscaped areas or infiltration basins to allow for infiltration and reduced runoff to the maximum extent practicable.</li> <li>› Pavers or other porous surfaces such as grass paver systems, gravel paver systems, porous concrete, porous asphalt, or granular surfaces will be used where possible to reduce impervious areas.</li> <li>› The project will maintain existing flow patterns and control runoff from impervious areas, particularly from pavement, by directing flow to an engineered stormwater drain system that will control runoff from the development.</li> </ul>	

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		Treatment Control If determined to be needed, the proposed detention basin(s) on-site will be designed with the following general design parameters: <ul style="list-style-type: none"> <li>› basins must drain within 24 to 72 hours (48-hour optimal drawdown),</li> <li>› inlet/outlet dissipation must be included to reduce velocity,</li> <li>› length to width ratio should be at least 1.5:1 (may use internal baffling or berms),</li> <li>› optimal basin depths range from 2 to 5 feet, and</li> <li>› maintenance access ramp and perimeter access will be provided.</li> </ul>	
<b>Impact 3.6-3. Long-Term Water Quality Degradation.</b> The conversion of undeveloped land to urban land uses would alter the types, quantities, and timing of contaminant discharges in stormwater runoff. Overall, the potential for the project to cause or contribute to long-term discharges of urban contaminants (e.g., oil and grease, trace metals and organics, trash) into the stormwater drainage system could increase compared with existing conditions if the system is not properly designed. However, as a public agency, the County would comply with federal and state stormwater management regulations and would incorporate appropriate BMPs into project design to prevent long-term water quality degradation.	LTS	No mitigation is required.	LTS
<b>3.7 Land Use</b>			
<b>Impact 3.7-1. Potential for Division of an Established Community.</b> The project site is not located within or surrounded by an established community. Further, project implementation would not result in any physical barriers that would divide an established community.	LTS	No mitigation is required.	LTS

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p><b>Impact 3.7-2. Conflict with Relevant Plans, Policies, and Zoning Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.</b> The <i>Napa County General Plan (2008)</i> includes policies specific to potential non-industrial use of the project site. These policies require placement and orientation of facilities in a manner that avoids incompatibility with adjacent uses. The proposed project would be designed to provide for sufficient buffering (through distance, screening, and other mitigation) to avoid incompatibility with adjacent uses.</p>	LTS	No mitigation is required.	LTS
<b>3.8 Noise</b>			
<p><b>Impact 3.8-1. Short-term, Construction-Related Noise and Vibration Effects on Nearby Sensitive Land Uses.</b> Project construction activities would involve the use of heavy construction equipment. The Napa State Hospital is the nearest land use sensitive to elevated noise levels. Noise modeling was conducted for the construction of both project site design options and the results indicate that construction-related noise and vibration would not exceed County noise standards. In addition, the County allows for elevated noise levels for construction, especially during daytime hours. The proposed construction activities would occur within the County’s specified daytime hours of construction. The vibration associated with project construction would be hardly perceptible, if perceptible at all, and would not exceed Caltrans’ or FTA’s specified vibration threshold for structure damage and annoyance (respectively).</p>	LTS	No mitigation is required.	LTS
<p><b>Impact 3.8-2. Long-term Increase in Noise Levels from Operation of On-Site Stationary Noise Sources.</b> The proposed project includes several stationary features that would generate noise during project operation; these include PA system, heating, ventilation, and air conditioning (HVAC) equipment, emergency back-up generators, among other less noisy features and activities. The results of noise modeling conducted for these individual stationary noise sources</p>	LTS	No mitigation is required.	LTS

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
indicates that resulting noise levels experienced at the adjacent Napa State Hospital (nearest off-site sensitive receptor) would comply with the standards set forth in the Napa County General Plan and the Napa County Code.			
<b>Impact 3.8-3. Project-Related Traffic Noise Increase.</b> Traffic generated by the project (366 beds or 526 beds) would result in less than 1 dB increase in traffic noise on SR 221.	LTS	No mitigation is required.	LTS
<b>Impact 3.8-4. Exposure of a Proposed Noise-Sensitive Land Use to Excessive Noise Levels.</b> Implementation of the proposed project would place new noise sensitive receptors adjacent to the Syar Napa Quarry, where noise-generating activities such as blasting, mining, rock crushing, and asphalt batching take place. Based on estimated noise levels and the relative distances where these activities would take place, and considering typical exterior-to-interior noise reduction, applicable noise standards (i.e., USMRE standards for blasting, Napa County Noise standards for other noise sources), would not be exceeded. Thus, proposed noise sensitive land uses would not be exposed to excessive noise levels.	LTS	No mitigation is required.	LTS
<b>Impact 3.8-5. Exposure of a Proposed Noise-Sensitive Land Use to Excessive Ground Vibration Levels.</b> Implementation of the proposed project would place new vibration sensitive receptors adjacent to the Syar Napa Quarry, where vibration-generating activities such as blasting, mining, rock crushing, and asphalt batching take place. Based on estimated vibration levels and the relative distances where these activities would take place, applicable vibration criteria for structural damage, would not be exceeded. Thus, proposed vibration sensitive land uses would not be exposed to excessive levels of ground vibration.	LTS	No mitigation is required.	LTS
<b>3.9 Transportation and Traffic</b>			
<b>Impact 3.9-1. Existing Plus Project Intersection Level of Service Impacts.</b> With implementation of the 366-bed project under existing plus project conditions, three intersections (Soscol Avenue/Imola	S	<b>Mitigation Measure 3.9-1a. Soscol Avenue-SR 221/SR 121-Imola Avenue.</b> The County will pay its proportional share to the City towards potential future improvements at Soscol Avenue-SR 221/SR	SU

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Avenue, SR 221/Main Access, and SR 221-Soscol Ferry Road/SR 29) would experience further degradation of existing adverse operating conditions.</p> <p>With implementation of the 526-bed project under existing plus project conditions, the same three intersections (Soscol Avenue/Imola Avenue, SR 221/Main Access, and SR 221-Soscol Ferry Road/SR 29) would experience further degradation of existing adverse operating conditions such that the intersection of SR 221/Main Access would experience unacceptable LOS E operation during the p.m. peak period in addition to the a.m. peak period.</p>		<p>121-Imola Avenue, which is calculated as 2.49% for Phase 1(366 beds) and an additional 0.50% (or a total of 2.99%) with the addition of Phase 2 trips (526 beds). As identified in the <i>Napa Pipe Impact Transportation Analysis Sensitivity Analysis</i> (Mitchell, Crosley, and Foletta, pers. comm., 2013), the improvements needed to achieve acceptable operation include an additional left-turn lane on the eastbound approach and an exclusive right-turn lane on the westbound approach. Because the intersection is operating at an unacceptable LOS under existing conditions under the applied standards, the County shall pay its proportional share of the construction of these improvements.</p>	
	S	<p><b>Mitigation Measure 3.9-1b. SR 221/Main Access.</b> Prior to occupancy of the site, the County will fund and signalize the intersection of SR 221/Main Access, including providing protected left-turn phasing on southbound SR 221. To eliminate conflicts between the protected southbound left-turn movement and northbound right turns, the free right-turn lane shall be converted to a standard right-turn lane. Similarly, the westbound right-turn lane shall be converted to a standard turn lane to bring this movement under signal control. Right-turn overlap phasing shall be provided between the southbound left turn and westbound right turn. Adequate right-of-way is available to accommodate this improvement and adequate spacing (i.e., more than 2,000 feet) is available between this signal and the nearest signal.</p>	LTS
	S	<p><b>Mitigation Measure 3.9-1c. SR 221-Soscol Ferry Road/SR 29.</b> The County and Caltrans plan to implement a fly-over overpass at the SR 221-Soscol Ferry Road/SR 29 intersection. This improvement has been planned for completion in 2040 and MTC has set aside \$5 million in discretionary funds towards the estimated cost of approximately \$30 million. The project’s proportional share contribution is 1.34% for the traffic associated with Phase 1, and 1.63% for the entire project, or an additional 0.29% for the Phase 2 trips. The County will fund its share of this improvement</p>	SU

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p><b>Impact 3.9-2. Future Plus Project Intersection Level of Service Impacts.</b> With implementation of the 366-bed project under future plus project conditions, six intersections (Soscol Avenue-SR 221/SR 121-Imola Avenue, SR 221/Main Access, SR 221-Soscol Ferry Road/SR 29, Soscol Avenue/Silverado Trail, SR 221/Magnolia Drive-College Way, and SR 221/Kaiser Road) would degrade to unacceptable operating conditions and/or further exacerbate existing adverse operating conditions.</p> <p>With implementation of the 526-bed project under future plus project conditions, six intersections (Soscol Avenue-SR 221/SR 121-Imola Avenue, SR 221/Main Access, SR 221-Soscol Ferry Road/SR 29, Soscol Avenue/Silverado Trail, SR 221/Magnolia Drive-College Way, and SR 221/Kaiser Road) would degrade to unacceptable operating conditions and/or further exacerbate existing adverse operating conditions.</p>	S	<b>Mitigation Measure 3.9-2a. Soscol Avenue-SR 221/SR 121-Imola Avenue.</b> Implement Mitigation Measure 3.9-1a, above.	SU
	S	<b>Mitigation Measure 3.9-2b. SR 221/Main Access.</b> Implement Mitigation Measure 3.9-1b, above.	LTS
	S	<b>Mitigation Measure 3.9-2c. SR 221-Soscol Ferry Road/SR 29.</b> Implement Mitigation Measure 3.9-1c, above.	SU
	S	<b>Mitigation Measure 3.9-2d. Soscol Avenue/Silverado Trail.</b> The County will pay its proportional share of 7.5% for Phase 1 trips and an additional 1.5% for Phase 2 trips to the City towards the planned future improvements at Soscol Avenue/Silverado Trail. These improvements are described in the City’s General Plan to include widening as necessary on southbound Silverado Trail to provide a second left-turn lane together with the right-turn lane. These improvements are anticipated to be implemented by the City, and would be funded through developer fees and proportional share contributions together with other City funding sources. With implementation of the improvements, this intersection would operate at an acceptable LOS under future plus project conditions, based on the City’s standards.	SU
	S	<b>Mitigation Measure 3.9-2e. SR 221/Magnolia Drive-College Way.</b> At the time the County approves development plans for construction of 366 beds, the County will construct an exclusive left-turn lane to the westbound approach at the SR 221/Magnolia Drive-College Way intersection. There is sufficient right-of-way available for this lane. Additionally, a right-turn overlap phase will be provided between the southbound right turn and eastbound left turn at the intersection of SR 229/Magnolia Drive-College Way. With the added lane and right-turn overlap in place, delay at this intersection would be reduced to levels below existing conditions.	LTS
	S	<b>Mitigation Measure 3.9-2f. SR 221/Kaiser Road.</b> The County will fund its proportional share of 2.4% for Phase 1 trips and an additional	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		0.5% for Phase 2 trips towards improvements which include constructing either an additional northbound left-turn lane or extending the existing left-turn lane to 500 feet, installing an additional through lane both northbound and southbound, providing free right-turn movements for the southbound and eastbound approaches, and constructing an additional eastbound left-turn lane.	
<b>Impact 3.9-3. Construction-Related Traffic Impacts.</b> Traffic generated during construction of the project would be attributable to trucks and construction workers' trips to and from the site. These trips could result in one or more of the study area intersections operating unacceptably.	PS	<p><b>Mitigation Measure 3.9-3. Construction Management Plan.</b> The County will prepare a construction TMP in consultation with the applicable transportation entities, including Caltrans for state roadway facilities and the City of Napa. The County will implement the construction TMP during project construction. The TMP will address the following, as needed:</p> <ul style="list-style-type: none"> <li>› scheduling for oversized material deliveries to the work site and haul routes, including flagging, scheduling off-peak deliveries, etc. ;</li> <li>› the cumulative effect of construction traffic with other concurrent, major construction projects nearby;</li> <li>› daily construction time windows during which construction traffic is restricted; and</li> <li>› other actions to be identified and developed as may be needed by the construction manager/resident engineer to ensure that temporary impacts on transportation facilities are minimized.</li> </ul> <p>The TMP will include an updated evaluation of current operational characteristics of the roadways. To minimize potential impacts, the TMP will restrict, to the extent feasible, peak-hour trips entering and exiting the project site to 50 peak hour passenger-car equivalents. The TMP would specify temporary mitigations as needed, including but not limited to temporary operational improvements or limiting the hours or amount of construction trips on affected roadway segments.</p>	LTS

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<p><b>Impact 3.9-4. Pedestrian, Bicycle, and Transit Facilities Impacts.</b> While the project would not conflict with any of the County’s plans to implement pedestrian, bicycle, and/or transit improvements in the project area, there are no existing pedestrian, bicycle, or transit facilities located on or in close proximity (i. e., within reasonable walking distance) to the site such that employees or work-release inmates would have access.</p>	S	<p><b>Mitigation Measure 3.9-4a. Construct Pedestrian Facilities Serving the Site and Connecting to Nearby Facilities.</b> The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221.</p>	LTS
	S	<p><b>Mitigation Measure 3.9-4b. Provide Transit Bus Stop and Associated Amenities on the Project Site.</b> The County will work with NCTPA to ensure transit service to the site prior to building occupancy. Also, to encourage transit usage by employees, visitors and inmates on work-furlough programs, the County will construct a transit stop on the project site within the parking area. The stop shall include amenities such as benches and a shelter. Upon implementation, the site would have transit connectivity to the region via the Soscol Gateway Transit Center.</p>	LTS
<p><b>Impact 3.9-5. Access and Circulation Impacts.</b> The site circulation would be adequate to accommodate the volumes and types of traffic expected and to meet emergency response needs; however, sight lines could be inadequate if the driveway is located too near either SR 221 or Basalt Road.</p>	S	<p><b>Mitigation Measure 3.9-5. Locate Project Driveway as near the Midpoint of Project Access as Feasible.</b> The project driveway will be located as near the midpoint of Project Access, the roadway connecting SR 221 to Basalt Road, as feasible.</p>	LTS
<p><b>Impact 3.9-6. Parking Impacts.</b> The project would provide adequate parking areas onsite to accommodate all staff and visitor vehicles for the 366-bed and 526-bed options.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact 3.9-7. Safety Impacts.</b> The proposed project will be constructed to meet current design standards and criteria, so is not expected to result in any adverse safety impacts from hazardous design features; however, the project could result in conflicts at the intersection of Project Access and Basalt Road due to the movement of large trucks to/from the Syar Napa Quarry and project-related traffic.</p>	S	<p><b>Mitigation Measure 3.9-7. Reconfigure the Intersection of Project Access and Basalt Road.</b> The intersection of Project Access and Basalt Road will be reconfigured to reduce the radius of the right turn from westbound Basalt Road to Project Access.</p>	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<b>3.10 Utilities and Service Systems</b>			
<b>Impact 3.10-1. Water Supply and Infrastructure Impacts.</b> Total water demand for the new jail and staff-secure facility would be approximately 63 afy at full buildout of the project. This demand would be partially offset by reduced demand at the existing jail. While water would be available to meet this demand during normal and multiple-dry years; based on the City’s UWMP, the City faces a near term deficit in water supplies in single-dry years (i.e., if a “single dry year” occurred within the next 20 years). The City has historically accessed “carryover” water and other supplemental supplies to address any one time deficits, and the project would employ the same conservation measures as the rest of the City service area during single-dry years, such that overall, sufficient supplies would be available.	LTS	No mitigation is required.	LTS
<b>Impact 3.10-2. Wastewater Collection, Conveyance, and Treatment Infrastructure.</b> Under the existing conditions, the 66-inch trunk main that would serve the project is at capacity, and the WWTP is nearing capacity. Implementation of the project would require upgrades to the system in order to meet the project’s wastewater conveyance demands.	PS	<b>Mitigation Measure 3.10-2. Coordinate with NSD to Fund and/or Implement I/I Projects to Reduce Wastewater Flow Throughout the System.</b> In accordance with the Board of Directors of NSD, under Resolution No. 11-025, the County will coordinate funding and/or implement I/I reduction projects to provide sufficient wastewater conveyance capacity to meet the demands of the project. Specifically, the County will contribute funding to Basin L – I/I Reduction Projects (project 1, 2, 3, and/or 4) and/or Basin I/J – I/I Reduction Project 1 as identified in Resolution No. 11-025. The level of funding will be determined in consultation between the County and NSD, at a 2:1 (improvements to impacts) ratio. All necessary agreements between the County and NSD, and all LAFCO actions will be completed before the start of construction of the proposed project.	LTS
<b>Impact 3.10-3. Increased Natural Gas and Electricity Services.</b> Implementation of the proposed project would result in increased demands for electricity and natural gas. While the project would result in improvements to existing on-site electrical and natural gas facilities, proposed improvements would be contained within the	LTS	No mitigation is required.	LTS

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developed footprint of the project site and no off-site infrastructure would be required. Further, PG&E staff has indicated that it would be able to adequately serve the project site (Owens, pers. comm., 2013a).			
<b>Impact 3.10-4. Increased Solid Waste Generation.</b> Implementation of the proposed project would result in the generation of approximately 0.78 ton of solid waste per day at full buildout. The Devlin Road Transfer Station and the Keller Canyon Landfill have adequate capacity to handle the project’s solid waste collection and disposal demands, and the County would comply with all laws and regulations associated with the collection, transport, and disposal of solid waste.	LTS	No mitigation is required.	LTS
<b>Mitigation Measures from Initial Study</b>			
<b>Biological Resources: Bat Roosts.</b> Numerous vacant buildings in the study area could provide day roosts, maternity colony roosts, and/or hibernation roosts for several bat species. Common bats with potential to roost on the project site include Yuma myotis, Mexican free-tailed bat, California myotis, and big brown and little brown bats. Special-status bats that could roost on-site include pallid and Townsend’s big-eared bat. These species of bats are known to roost in abandoned or little-used structures in wall sections, behind fascia, in spaces between vaulted interior ceiling and roofing materials, and in similar enclosed spaces that provide thermal protection. Day roosts are used throughout the spring and summer, and maternity colony roosts can be active from early April until mid-October. Demolition of buildings, sealing of openings or cracks, or other construction activities that cause noise, vibration, or physical disturbance, could affect the survival of adult or young bats.	S	<b>Mitigation Measure BIO-2: Bat Roosts.</b> Surveys for roosting bats on the project site will be conducted by a qualified biologist. Surveys will consist of a daytime pedestrian survey looking for evidence of bat use (e.g., guano) and/or an evening emergence survey to note the presence or absence of bats. The type of survey will depend on the condition of the buildings. If no bat roosts are found, then no further study is required. If evidence of bat use is observed, the number and species of bats using the roost will be determined.  If bat roosts are determined to be present in buildings to be removed or disturbed, the bats will be excluded from the roosting site before the activity. A program addressing compensation, exclusion methods, and roost removal procedures will be developed in consultation with CDFW before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with CDFW and may include construction and installation of bat boxes suitable to the bat species	LTS

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		and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the structures may be removed or sealed.	
<b>Biological Resources: Nesting Raptors.</b> Although no trees would be removed for the proposed project, the trees in the woodlands immediately adjacent to the study area provide potential nesting sites for white-tailed kite, which is Fully Protected under the Fish and Game Code; and common raptors such as red-tailed hawk, red-shouldered hawk, and great horned owl, which are protected under Section 3503.5 of the Fish and Game Code. An active osprey nest was observed on a light pole on the Pacific Coast parcel in March 2013. Demolition of structures could result in mortality of eggs and chicks if an active nest were present. In addition, project construction could disturb active nests in trees near the study area, potentially resulting in nest abandonment by the adults and mortality of chicks and eggs.	PS	<b>Mitigation Measure BIO-2: Nesting Raptors.</b> <ul style="list-style-type: none"> <li>&gt; If construction activities would occur between February 15 and August 31 (typically nesting season), a qualified biologist will conduct preconstruction surveys for nesting raptors to identify active nests on and within legally accessible or visible suitable habitat within 300 feet of area that would be disturbed by project activities. The surveys will be conducted no more than 30 days before the beginning of construction activities that could remove nesting structures or otherwise disturb nesting raptors.</li> <li>&gt; If active nests are found, impacts on nesting raptors will be avoided by establishing a 300-foot buffer around the nests. No development activity will commence within the buffer area until a qualified biologist confirms that any young have fledged and the nest is no longer active. The size of the buffer may be adjusted if a qualified biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist will be required if the activity has potential to adversely affect the nest.</li> </ul>	LTS
<b>Biological Resources: Wetlands and Other Federally Protected Waters.</b> The intermittent stream in the study area would not be affected because project activities would be set back from the riparian vegetation and bank. A potential ditch was observed on the Boca parcel from examining aerial photography. Because site access was restricted, we do not know if this potential feature meets the	S	<b>Mitigation Measure BIO-3: Wetlands and Other Federally Protected Waters.</b> <ul style="list-style-type: none"> <li>&gt; The County will have a reconnaissance survey conducted of the Boca parcel if this site is selected for development. If potential wetlands are present, a wetland delineation report will be prepared and submitted to USACE. Based on the</li> </ul>	LTS

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parameters required to qualify as wetlands as defined by USACE, if it would be considered waters of the state, or both. If the ditch qualifies as a water of the U.S. or water of the state, development of the project on the Boca parcel could result in fill of wetlands and other waters.		<p>jurisdictional determination, the County will determine the exact acreage of waters of the U.S. and waters of the state would be filled as a result of project implementation.</p> <ul style="list-style-type: none"> <li>&gt; The County will obtain a USACE Section 404 permit and RWQCB Section 401 certification before any groundbreaking activity within 50 feet of or discharge of fill or dredge material into any water of the U.S. The County will implement all permit conditions. The County may qualify for a Section 404 Nationwide Permit (NWP) for this project under NWP 39 for commercial and institutional developments if the discharge will not cause the loss of greater than 0.5-acre of non-tidal waters of the United States, including the loss of no more than 300 linear feet of stream bed.</li> <li>&gt; The County will commit to replace or restore on a “no net loss” basis (in accordance with USACE and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat will be restored or replaced at an acreage and location and by methods agreeable to USACE and the San Francisco Bay RWQCB, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.</li> </ul>	
<b>Cultural Resources.</b> The proposed project site has been heavily modified for industrial uses; therefore, historic, archaeological, paleontological resources, or human remains are not anticipated to be present. However, the presence of undiscovered or undocumented resources may exist within the project area that have the potential to be impacted through ground disturbing activities.	PS	<p><b>Mitigation Measure CUL-1.</b></p> <ul style="list-style-type: none"> <li>&gt; In accordance with CEQA Subsection 15064.5(f), should any previously unknown historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable solids, glass, metal, ceramics, wood or similar debris, be discovered during grading, trenching or other on-site excavation(s), earth work within 100-feet of these</li> </ul>	LTS

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Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>materials will be stopped until a professional archaeologist certified by the Registry of Professional Archaeologists (RPA) has had an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s), as determined necessary.</p> <ul style="list-style-type: none"> <li>› In the event that paleontological resources are discovered, all construction activity will be halted within 10 feet of the discovery. Notification procedures provided during the preconstruction meeting(s) will be followed. The decision to conduct paleontological salvage operations will be determined by the paleontologist in consultation with County staff and project management. If deemed significant, the paleontological finds will be salvaged in accordance with professional paleontological standards. This will include removal of identifiable paleontological remains, fossil preparation and subsequent curation of these remains at a recognized repository such as the University of California, Museum of Paleontology.</li> <li>› If human remains are encountered the Napa County Coroner will be informed to determine if an investigation of the cause of death is required and/or if the remains are of Native American origin. Pursuant to Public Resources Code Section 5097.98, if such remains are of Native American origin the nearest tribal relatives as determined by the State Native American Heritage Commission will be contacted to obtain recommendations for treating or removal of such remains, including grave goods, with appropriate dignity.</li> <li>› All persons working on-site will be bound by contract and instructed in the field to adhere to these provisions and restrictions.</li> </ul>	

LTS = Less than significant, PS = Potentially significant, S = Significant, and SU = Significant and unavoidable

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p><b>Geology and Soils.</b> The project site is currently developed with industrial buildings and maintenance and equipment storage yards. These parcels are relatively level, except for the easternmost area, which slopes up to the adjacent rock quarry. While no specific soil or geologic hazards have been identified on the site, the Napa area is susceptible to ground shaking.</p>	PS	<p><b>Mitigation Measure GEO-1.</b> To lessen potential damage from strong or violent ground shaking from seismic hazards, prior to the issuance of permits for the construction of infrastructure and buildings, the County’s geotechnical engineer will prepare geotechnical reports incorporating the specific mitigation of seismic hazards pursuant to State law, as detailed in the California Building Code, and as required by the County of Napa to ensure that structures and infrastructure can withstand ground accelerations expected from seismic activity. The improvement plans will incorporate all design and construction criteria specific in the report(s). The geotechnical engineer will sign the improvement plans and approve them as conforming to their recommendations prior to approval. The project geotechnical engineer will provide geotechnical observations during the construction, which will allow the geotechnical engineer to compare the actual with the anticipated soil conditions and to check that the contractor’s work conforms to the geotechnical aspects of the plans and specifications. The geotechnical engineer of record will prepare letters and as-built documents, to be submitted to the County, to document their observances during construction and to document that the work performed is in accordance with the project plans and specifications.</p>	LTS

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