

4 REVISIONS TO THE DEIR

This chapter presents specific text changes made to the DEIR since its publication and public review. The changes are presented in the order in which they appear in the original DEIR and are identified by the DEIR page number. Text deletions are shown in ~~strike through~~, and text additions are shown in underline.

4.1 REVISIONS TO THE EXECUTIVE SUMMARY

PAGE ES-3

In response to comment L1-1, the second to last bullet on page ES-3, under “Potential Approvals and Permits Required” of the DEIR is revised as follows:

- ▲ **Napa County Local Agency Formation Commission:** Sphere amendments (City and Napa Sanitation District), and outside service agreement extensions (City and Napa Sanitation District), ~~and extension of water and sewer services to the site.~~

PAGE ES-8

In response to comment L2-1, Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Impact 3.2-4. Light and Glare Impacts. 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, and would be angled in towards the facility and perimeter security zones. 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. <u>The new jail facility would be constructed with non-reflective materials similar to those used for the existing jail in Downtown Napa and would be located over 0.5 mile away from residential areas (sensitive to glare).</u> 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 California Code of Regulations, Title 24 lighting and energy requirements would further ensure that light from the proposed project would not spill over to adjacent rural properties.</p>	LTS	No mitigation is required.	LTS

PAGE ES-23

In response to comment B1-8, Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Impact 3.9-4. Pedestrian, Bicycle, and Transit Facilities Impacts. 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>Mitigation Measure 3.9-4a. Construct Pedestrian Facilities Serving the Site and Connecting to Nearby Facilities. The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221. <u>New pedestrian and bicycle facilities constructed as part of this project will be paved, as will the portion of the River-to-Ridge Trail that connects to the project site.</u></p>	LTS
	S	<p>Mitigation Measure 3.9-4b. Provide Transit Bus Stop and Associated Amenities on the Project Site. 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

PAGES ES-19 AND ES-20

In response to comments B1-5 and B1-8, Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Impact 3.9-1. Existing Plus Project Intersection Level of Service Impacts. With implementation of the 366-bed project under existing plus project conditions, 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. 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>	S	<p>Mitigation Measure 3.9-1b. SR 221/Main Access. 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 controlled by a yield sign. Similarly, the free westbound right-turn lane shall be converted to a standard turn lane to bring this movement under signal control. <u>can be maintained and</u> 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

PAGES ES-26 AND ES-27

In response to comment B1-8 and as a result of further engineering investigations related to the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a), Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Biological Resources: Wetlands and Other Federally Protected Waters. The intermittent stream in the study area would not be affected by construction or operation of the new jail facility because project activities would be set back from the riparian vegetation and bank; however, construction of the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a) in this area would include installation of a bridge that would span the channel for a distance of approximately 40 to 50 feet. The bridge footings would be installed on the top of the banks, and would not encroach on the bed of the channel or be within the ordinary high water mark of the channel; however, some riparian vegetation would likely be removed to accommodate the bridge footings. 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 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>	S	<p>Mitigation Measure BIO-3: Wetlands and Other Federally Protected Waters.</p> <ul style="list-style-type: none"> > The County will have a reconnaissance survey conducted of the Boca parcel if this site is selected for development. If potential wetlands are present within the project area, a wetland delineation report will be prepared and submitted to USACE. Based on the 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. > 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 	LTS

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>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.</p> <p>> 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.</p> <p>> <u>The County will compensate for the permanent loss of riparian habitat through contribution to a CDFW-approved mitigation bank or through development of a Habitat Mitigation and Monitoring Plan</u></p>	

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>(HMMP). On-site compensation may include a combination of riparian habitat restoration and preservation and enhancement of existing riparian habitat along the stream outside of the project impact area. The compensation habitat will be similar in composition and structure to the habitat to be removed and will be at ratios adequate to offset the loss of riparian habitat functions and services at the project site such that there would be no net loss of riparian habitat.</p> <p>> Prior to beginning construction that could affect the bed or bank of seasonal streams and riparian habitat, the County will provide written notification to CDFW describing the activity and including all required information as described under Section 1602 of the California Fish and Game Code, and pay the applicable notification fees. The County will submit the HMMP to CDFW for review.</p> <p>> The County will obtain a streambed alteration agreement from CDFW and conduct project construction activities</p>	

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<u>in accordance with the agreement, including implementing reasonable measures to protect wildlife resources.</u>	

4.2 REVISIONS TO CHAPTER 2, “PROJECT DESCRIPTION”

PAGE 2-17

In response to comment L1-1, the second paragraph under Section 2.4.5, “Utilities and Service Systems,” of the DEIR is revised as follows:

Exhibit 2-9 shows the project site in relation to the City’s and the Napa Sanitation District’s (NSD) spheres of influence (SOI). ~~The project site is within the City’s historic water service area, but is not within their SOI; it is not within NSD’s service area or SOI.~~ Approval of an SOI amendments ~~from by the Napa County Local Area Agency Formation Commission (LAFCO) would be needed for to add the project site to the City and the NSD SOI for either agency to provide water and sewer services, respectively, to the project site, and these agencies would need to agree to provide their respective services through a subsequent annexation or outside service extension approval.~~¹ For the City to serve a site outside its jurisdictional boundaries, LAFCO would also have to approve an outside service agreement pursuant to California Government Code Section 56133. This could be done concurrently with the SOI expansion. It is the explicit expectation of this DEIR that the proposed project will be served by outside service extensions and that the site will not annex into the City of Napa.

PAGE 2-19

In response to comment L1-1, the second paragraph on page 2-19 under “Water” of the DEIR is revised as follows:

The project site is located outside ~~of the jurisdictional boundary and the sphere of influence SOI~~ of the City of Napa, which provides potable water service to the surrounding central county region. The proposed project would require an amendment to the City’s ~~sphere of influence SOI~~ and connection to the City’s water system through a subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is an abandoned fire service location on the east side of SR 221 across from the project site (see Exhibit 3.10-1 in Section 3.10, “Utilities and Service Systems”). The proposed project includes trenching and installing pipelines under SR 221 to connect the project site to the City’s water system.

¹ LAFCO approval factors for SOI amendments, annexations, and outside service extensions are outlined under California Government Code Sections 56425, 56375, and 56133, respectively.

In response to comment L1-1, the fourth paragraph on page 2-19 under “Wastewater” of the DEIR is revised as follows:

The project site is located outside of the ~~service area boundaries~~ jurisdictional boundary and ~~the sphere of influence SOI~~ SOI of the NSD. The proposed project would require an amendment to NSD’s ~~boundaries~~ SOI and connection to the NSD wastewater collection and treatment system through a concurrent or subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is between the Napa River and SR 221, parallel and adjacent to the Southern Pacific railroad track, approximately 0.6 mile from the project site (see Exhibit 3.10-1 in Section 3.10, “Utilities and Service Systems”). A new connection could be established through two routes: along Streblov Road to connect to the Napa Municipal Golf Course or along Basalt Road to connect near Enterprise Court (see Exhibit 3.10-1). A connection through Streblov Road would be approximately 0.5 mile long, and a connection along Basalt Road would be approximately 0.3 mile long. The specifics of the feasibility of these routes would be determined during detailed project design; however, connections would be made through existing roadways, and would require the County or NSD to obtain right-of-way and easements from relevant agencies (e.g., Caltrans, City of Napa). The environmental impacts of both of these routes are evaluated in this DEIR.

PAGE 2-23

In response to comment L1-1, the second to last bullet under Section 2.5, “Potential Approvals and Permits Required,” of the DEIR is revised as follows:

- ▲ **Napa County Local Agency Formation Commission:** Sphere amendments (City and NSD); and outside service agreement extensions (City and NSD); ~~and extension of water and sewer services to the site.~~

4.3 REVISIONS TO SECTION 3.2, “AESTHETICS”

PAGE 3.2-4

In response to comment L2-1, the following text is added on page 3.2-4 of the DEIR immediately following the section titled, “Napa County Viewshed Protection Ordinance”:

CITY OF NAPA GENERAL PLAN

The City of Napa General Plan Land Use Element (City of Napa 1998) prescribes the pattern of land use in Napa and sets out the standards for future development and redevelopment. Policies relevant to the proposed project are described below.

- ▲ **Policy LU-1.5:** The City shall refine the locations and concept of the key gateways to the city identified in Figure 1-3 [of the City of Napa General Plan], and shall establish gateway and scenic corridor design guidelines for both public and private development to ensure attractive entrances to the city. Greenways, open space, riparian corridors, wetland areas and agricultural land shall be considered as important components when they exist in gateway locations.
- ▲ **Policy LU-1.6:** The City shall designate SR 29, SR 121, and SR 221 as scenic corridors. The City shall endeavor to improve the scenic character of these roads through undergrounding of utilities, increased landscaping, street tree planting, and other improvements.

PAGE 3.2-4

In response to comment L2-1, Impact 3.2-4, "Light and Glare Impacts," of the DEIR is revised as follows:

Impact 3.2-4 **Light and Glare Impacts.** 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, and would be angled in towards the facility and perimeter security zones.~~ 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.~~ The new jail facility would be constructed with non-reflective materials similar to those used for the existing jail in Downtown Napa and would be located over 0.5 mile away from residential areas (sensitive to glare). 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 California Code of Regulations, Title 24 lighting and energy requirements would further ensure that light from the proposed project would not spill over to adjacent rural properties. Therefore, this impact is considered *less than significant*.

As noted above, nighttime lighting in the vicinity of the project site is generally low and does not produce substantial glare or skyglow. ~~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 Valley Community College to the 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.

Similar to the design of the existing jail in Downtown Napa, the County would use exterior lighting that is designed to cast light only where needed, and to cut off glare to offsite areas. 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 existing parking lot lighting at Napa Valley Community College, northwest of the project site. This perimeter lighting would be angled in towards the facility and perimeter security zones. No high-mast lighting is proposed.

The new jail facility would be constructed with similar materials used for the existing jail in Downtown Napa. Because it is essential that the County maintain adequate site security and line-of-sight, non-reflective materials would be used in building design. Therefore, the proposed project would not result in any daytime glare-related impacts. The closest residential areas (sensitive to glare) are located north of the Napa State Hospital (Terrace-Shurtleff area) and west of SR 221 and east of the Napa River (River East area), approximately 0.7 mile and 0.9 mile, respectively, from the project site. Therefore, the project implementation would not result in a substantial increase in nighttime glare that would directly affect residential areas.

Project construction and operation would be subject to the requirements of the California Building Code (CCR, Title 24), which are also adopted as part of the Napa County Building Code (Chapter 15.29 Energy Code, Section 15.29.101). Section 132 of Title 24, Part 6 CCR regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The Standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during other times when it is not needed. Luminaires with lamps larger than 175 watts (W) must be classified as cut-off so that the majority of the light is directed toward the ground. This would be consistent with the *Napa County General Plan* Policy CC-34. While the proposed project

would increase lighting on the site, compliance with CBC lighting and energy requirements, would ensure that light would not spill over to adjacent rural properties. Therefore, this impact is considered **less than significant**.

Mitigation Measure

No mitigation is required.

4.4 REVISIONS TO SECTION 3.7, “LAND USE”

PAGE 3.7-5

In response to comment L2-2, the fourth paragraph under the section titled, “Local Agency Formation Commission,” of the DEIR is revised as follows:

LAFCO is responsible for approving requests by cities and special districts to extend municipal services, such as water or sewer, outside their jurisdictional boundaries by contract or agreement with property owners (Government Code Section 56133). This process is intended to accommodate the logical extension of municipal services when annexation of the affected territory is not available or appropriate. Written requests to authorize an outside service agreement shall be filed with LAFCO’s Executive Officer. It is the County’s intention to submit a “will serve” request to the City to provide water service to the proposed project.

The City of Napa Charter Section 180(B) states that the City may, in its sole discretion, provide City water service for areas or sites outside the Rural Urban Limit and outside the incorporated area of the City to be used for public service facilities, including, but not limited to, fire and police stations and any similar facilities.

4.5 REVISIONS TO SECTION 3.9, “TRANSPORTATION AND TRAFFIC”

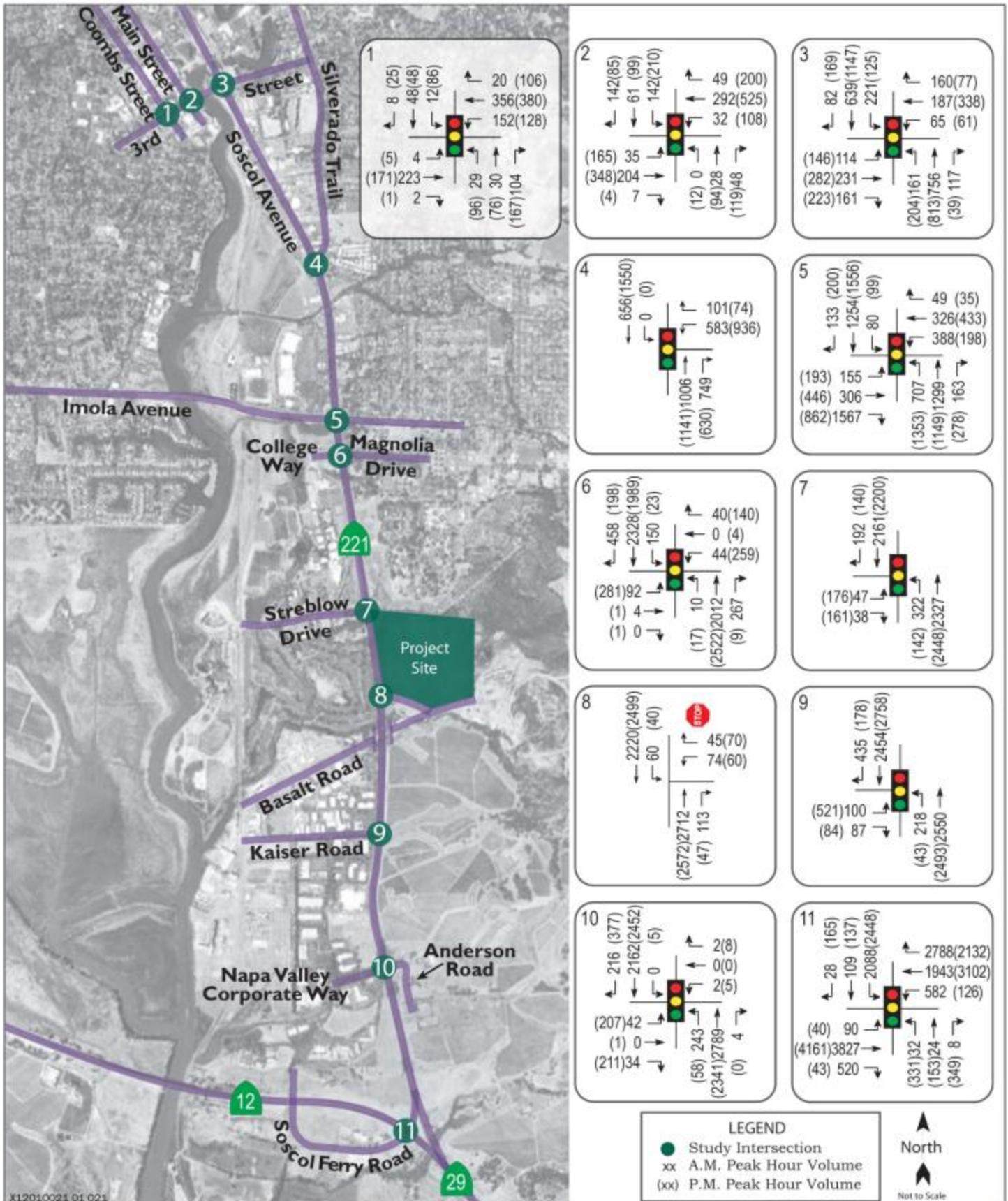
PAGE 3.9-16

In response to comment S1-2, the following exhibit title on page 3.9-16 of the DEIR is revised as follows:

Exhibit 3.9-5a, “Future (Without Project) Trips”

PAGE 3.9-17

In response to comment S1-2, the following new exhibit is added to the DEIR:



Source: Provided by Whitlock & Weinberger Transportation, Inc. in 2013

Exhibit 3.9-5b

Future (Plus Project) Trips



PAGE 3.9-18

In response to comment B1-6 and to provide correction, Tables 3.9-5 and 3.9-6 in the DEIR are revised as follows:

Table 3.9-5 Estimated Phase I Trip Generation (366 Beds)								
Trip Type	Number of Staff/ Visitors/Deliveries	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Employee Trips								
Jail Custody Operations Day Shift (6:00 a.m. – 6:00 p.m.)	25	50						
Jail Custody Operations Night Shift (6:00 p.m. – 6:00 a.m.)	17	34				17		34 17
Jail Custody Operations Business, Administrative, and Support Shifts (8:00 a.m. – 5:00 p.m.)	41	82	41		41		41	41
Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)	6	12	6		6	6	6	6
Staff Secure Facility Security Team A/C (Days) (6:00 a.m. – 6:00 p.m.)	9	18						
Staff Secure Facility Security Team B/D (Nights) (6:00 p.m. – 6:00 a.m.)	8	16				8		8
Employee Trip Total	106	212	47	0	47	3125 4147	4147 8972	
Staff Secure Facility Program Providers	2	4	1	1	2	1	1	2
Staff Secure Facility Inmate Trips ¹	5	10	3	3	6	3	3	6
Jail Visitor Trips ²	78	156	20	20	40	20	20	40
Staff Secure Facility Visitor Trips ²	18	36	5	5	10	5	5	10
Jail Delivery and Service Vehicles ³	7	14	1	1	2	1	1	2
Staff Secure Facility Delivery and Service Vehicles ⁴	1	42	1	40	21	40	1	21
Project Totals	217	436 434	77 78	30	109 108	61 55	71 78	151 133
Notes:								
1 Staff Secure Facility Inmate Trips are assumed to occur in vans or other multi-passenger vehicles, with three vehicles each making a round-trip during each peak hour.								
2 Visitors include business and professional visitors, volunteers/service providers, and inmate family visits. It is assumed one-quarter of all visitor trips occur during each peak hour.								
3 Delivery and Service vehicle trips for the Jail are assumed to have one delivery during each peak hour. All other deliveries would occur throughout the day outside of peak hours.								
4 Delivery and Service vehicle trips for the Staff Secure Facility are assumed to be proportional based on the ratio of residents to the jail residents.								
Sources: Napa County 2012 (Table 5); Goble, pers. comm., 2013; Data provided by Whitlock & Weinberger Transportation, Inc. in 2013								

Table 3.9-6 Estimated Phase II Trip Generation (526 Beds, includes Phase 1 trips)								
Trip Type	Number of Staff/ Visitors/ Deliveries	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Employee Trips								
Jail Custody Operations Day Shift (6:00 a.m. – 6:00 p.m.)	34	68						
Jail Custody Operations Night Shift (6:00 p.m. – 6:00 a.m.)	23	46				23		23
Jail Custody Operations Business, Administrative, and Support Shifts (8:00 a.m. – 5:00 p.m.)	49	98	49		49		49	49
Jail Administrative Day Shift (Sheriff Lt) (6:00 a.m. – 6:00 p.m.)	1	2						
Jail Administrative Night Shift (Sheriff Lt) (6:00 p.m. – 6:00 a.m.)	1	2				1		1
Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)	6	12	6		6	6	<u>6</u>	6
Staff Secure Facility Security Team A/C (Days) (6:00 a.m. – 6:00 p.m.)	9	18						
Staff Secure Facility Security Team B/D (Nights) (6:00 p.m. – 6:00 a.m.)	8	16				8		8
Employee Trip Total	131	262	55	0	55	383 <u>2</u>	4955	87
Staff Secure Facility Program Providers	2	4	1	1	2	1	1	2
Staff Secure Facility Inmate Trips ¹	5	10	3	3	6	3	3	6
Jail Visitor Trips ²	110	220	28	28	5556	28	28	5556
Staff Secure Facility Visitor Trips ²	18	36	5	5	10	5	5	10
Jail Delivery and Service Vehicles ³	9	18	1	1	2	1	1	2
Staff Secure Facility Delivery and Service Vehicles ⁴	2	4	1	1	2	1	1	2
Project Totals	277	554	93 <u>94</u>	38 <u>39</u>	132 <u>133</u>	76 <u>71</u>	87 <u>94</u>	164 <u>165</u>
Notes:								
¹ Staff Secure Facility Inmate Trips are assumed to occur in vans or other multi-passenger vehicles, with three vehicles each making a round-trip during each peak hour.								
² Visitors include business and professional visitors, volunteers/service providers, and inmate family visits. It is assumed one-quarter of all visitor trips occur during each peak hour.								
³ Delivery and Service vehicle trips for the Jail are assumed to have one delivery during each peak hour. All other deliveries would occur throughout the day outside of peak hours.								
⁴ Delivery and Service vehicle trips for the Staff Secure Facility are assumed to be proportional based on the ratio of residents to the jail residents.								
Sources: Napa County 2012 (Table 6); Goble, pers. comm., 2013; Data provided by Whitlock & Weinberger Transportation, Inc. in 2013								

PAGE 3.9-28

In response to comments B1-5 and B1-8, Mitigation Measure 3.9-1b on page 3.9-28 of the DEIR is revised as follows:

Mitigation Measure 3.9-1b. SR 221/Main Access

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 controlled by a yield sign. Similarly, ~~the free westbound right-turn can be maintained lane shall be converted to a standard turn lane to bring this movement under signal control. R,~~ and 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.

PAGES 3.9-33 AND 3.9-34

In response to comment B1-8, Impact 3.9-4 and Mitigation Measure 3.9-4a on pages 3.9-33 and 3.9-34 of the DEIR are revised as follows:

Impact 3.9-4	Pedestrian, Bicycle, and Transit Facilities Impacts. 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. This would be a <i>significant</i> impact. This impact could be reduced to a less-than-significant level through implementation of mitigation.
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Due to its location in a generally rural area, the project site is not currently served by any existing pedestrian, bicycle, or transit facilities. There is, however, a dirt trail along the River-to-Ridge Trail alignment, which runs along the northerly periphery of the site and would provide connectivity to existing facilities nearby. Additionally, Class II bike lanes are to be provided on SR 221 in the future.

It is reasonable to expect that some of the employees of the site as well as visitors and inmates on the work-furlough program would need access to pedestrian, bicycle, or transit facilities. The gap in existing pedestrian and bicycle facilities, ~~including the need to pave the bike trail along the northern border of the site,~~ would result in a **significant** impact as it would exacerbate already substandard conditions in the project area for pedestrians and bicyclists.

Mitigation Measure 3.9-4a. Construct Pedestrian and Bicycle Facilities Serving the Site and Connecting to Nearby Facilities

The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221. New pedestrian and bicycle facilities constructed as part of this project will be paved, as will the portion of the River-to-Ridge Trail that connects to the project site.

4.6 REVISIONS TO SECTION 3.10, “UTILITIES AND SERVICE SYSTEMS”

PAGE 3.10-3

In response to comment L3-1, the following text is added on page 3.10-3 of the DEIR following the last paragraph under the section titled, “Napa Sanitation District Management and Planning”:

The potential impacts of the additional loading from the proposed project are not included in NSD’s collection, treatment, and water recycling facilities master plans. The extent of the project’s impacts on these systems will be determined through a study conducted by NSD and funded by the County. All costs associated with the identification and mitigation of these impacts will be paid for by the County.

PAGE 3.10-15

In response to comment L2-2 and to add clarification, the fourth paragraph on page 3.10-15 of the DEIR is revised as follows:

WATER DEMAND AND FACILITIES AT THE PROJECT SITE

The project site is located within the City’s water service area, but outside the City limits and the City’s sphere of influence. Existing water demands are provided by on-site wells. As shown in Exhibit 3.10-1, the nearest potential water connection to the project site is an abandoned fire service location on the east side of SR 221 across from the project site (Hether, pers. comm., 2013).

PAGE 3.10-16

To add clarification, the third paragraph on page 3.10-16 of the DEIR is revised as follows:

NSD has recently implemented a variety of I/I projects to reduce the volumes of influent received at the WWTP during wet weather events to free up capacity for development 66-inch main located adjacent to the Southern Pacific railroad track, approximately 0.6 mile from the project site (see Exhibit 3.10-1; Damron, pers. comm., 2013b). NSD staff has indicated that the main located near the project site is currently at capacity for wastewater flows (Damron, pers. comm., 2013a).

PAGE 3.10-23

In response to comment L2-2 and to add clarification, the third full paragraph on page 3.10-23 under Impact 3.10-1, “Water Supply and Infrastructure Impacts,” of the DEIR is revised as follows:

Water would be piped from a connection point located on the west side of SR 221 for a distance of approximately 0.2 mile (Hether, pers. comm., 2013). The pipeline would be installed along areas that are currently disturbed, including along Basalt Road and under SR 221. Impacts associated with installing the water pipeline would be similar to other earthmoving activities discussed throughout this document and would be mitigated as appropriate through measures described herein. Thus, impacts associated with the environmental effects of installation of a new water pipeline would be **less than significant**.

PAGE 3.10-24

To add clarification, the first partial paragraph on page 3.10-24 under Impact 3.10-2, “Wastewater Collection, Conveyance, and Treatment Infrastructure,” of the DEIR is revised as follows:

new connection could be established through two routes: along Streblov Drive to connect to NSD’s 66-inch truck main or and 8-inch line that serves the golf course; or, the to a main south of the project site along Basalt Road to connect near Enterprise Court (see Exhibit 3.10-1; Damron, pers. comm., 2013b). A connection through Streblov road would be approximately 0.5 mile long, and a connection along Basalt Road would be approximately 0.3 mile long. The specific routes would be determined during detailed project design; however, connections would be made through existing roadways, and would require the County or NSD to obtain right-of-way and easements from relevant agencies (e.g., Caltrans, City of Napa). The project would be responsible for funding and constructing the necessary connections in conformance with NSD’s standards. The connection point would be inspected, repaired as necessary, and accepted by NSD as a public main. In addition, a capacity analysis would be completed to ensure that sewer main is capable of serving the project.

In response to comment L3-2, the fourth full paragraph on page 3.10-24 under Impact 3.10-2, “Wastewater Collection, Conveyance, and Treatment Infrastructure,” of the DEIR is revised as follows:

This would total 56,340 gpd of wastewater generation at full buildout of the project, which would be partially offset by reductions expected at the existing jail site. It should be noted, however, that NSD code does not allow transfer of capacity from one parcel to another. NSD would analyze the impacts of the new jail at full buildout in addition to the capacity of the existing jail, without any offset to the collection system and treatment capacity. Because the wastewater pipelines and the influent pump station are experiencing capacity limitations and the project would contribute to the exacerbation of these capacity limitations, this impact would be **significant**.

PAGE 3.10-25

In response to comment L3-3, the first paragraph on page 3.10-25 of the DEIR is revised as follows:

Because implementation of Mitigation Measure 3.10-2 will include funding a larger I/I reduction project that would account for twice the demand of the proposed project’s wastewater flows, implementation of this mitigation measure would allow for adequate wastewater collection and conveyance systems associated with the project. ~~In addition, the net decrease in flow would allow for an increase in capacity at the WTP to serve the project.~~ Construction projects associated with these improvements are similar or identical to those included in the master plans addressing NSD’s treatment and collection systems. The City would complete all necessary environmental review associated with the project; however, pipe repair projects are generally found to be categorically exempt from review under CEQA due to their limited scope and duration. Because construction of or contribution to planned I/I projects will repair/replace existing pipes that have substantial I/I constraints, and are not expected to result in significant secondary impacts, the required mitigation would reduce this impact to a **less-than-significant** level.

4.7 REVISIONS TO CHAPTER 8, “REFERENCES”

PAGE 8-2

In response to comment L2-1, the following reference is added on page 8-2 of the DEIR under Section 3.2, “Aesthetics”:

City of Napa. 2010. *Envision Napa 2020, City of Napa General Plan, Policy Document*. Adopted December 1, 1998; incorporates amendments to May 2010. <http://www.cityofnapa.org/index.php?option=comcontent&view=article&id=417&Itemid=531>. Accessed October 2013.

PAGE 8-10

To add clarification, the second reference on page 8-10 of the DEIR under Section 3.10, “Utilities and Service Systems,” is revised as follows:

Damron, Andrew. Senior Civil Engineer. Napa Sanitation District, Napa, CA. April 15, 2013a—telephone conversation with Marianne Lowenthal of Ascent Environmental regarding improvements to NSD’s collection system; May 20, 2013b—telephone conversation with and follow-up email to Marianne Lowenthal of Ascent Environmental regarding existing NSD sewer facilities near the proposed jail site.

In response to comment L2-2 and to add clarification, the following reference is added on page 8-10 of the DEIR under Section 3.10, “Utilities and Service Systems”:

Hether, Michael J. Associate Civil Engineer. City of Napa Department of Public Works (Water Division), Napa, CA. May 29, 2013—email to Marianne Lowenthal of Ascent Environmental regarding location of transmission mail along State Route 221 and potential water connection locations.

4.8 REVISIONS TO APPENDIX B, “BIOLOGICAL RESOURCES TECHNICAL MEMORANDUM”

PAGE 13

In response to comment B1-8 and as a result of further engineering investigations related to the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a), page 13 of Appendix B of the DEIR is revised as follows:

The intermittent stream in the study area would not be affected by construction or operation of the new jail facility because project activities would be set back from the riparian vegetation and bank; however, construction of the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a) in this area would include installation of a bridge that would span the channel for a distance of approximately 40 to 50 feet. The bridge footings would be installed on the top of the banks, and would not encroach on the bed of the channel or be within the ordinary high water mark of the channel; however, some riparian vegetation would likely be removed to accommodate the bridge footings. 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 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. This would be a significant impact.

The following mitigation measure is recommended to reduce impacts to wetlands and other waters and riparian habitat to a less-than-significant level:

- ▲ The County will have a reconnaissance survey conducted of the Boca parcel if this site is selected for development. If potential wetlands are present within the project area, a wetland delineation report will be prepared and submitted to USACE. Based on the 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.
- ▲ 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.
- ▲ 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.
- ▲ The County will compensate for the permanent loss of riparian habitat through contribution to a CDFW-approved mitigation bank or through development of a Habitat Mitigation and Monitoring Plan (HMMP). On-site compensation may include a combination of riparian habitat restoration and preservation and enhancement of existing riparian habitat along the stream outside of the project impact area. The compensation habitat will be similar in composition and structure to the habitat to be removed and will be at ratios adequate to offset the loss of riparian habitat functions and services at the project site such that there would be no net loss of riparian habitat.
- ▲ Prior to beginning construction that could affect the bed or bank of seasonal streams and riparian habitat, the County will provide written notification to CDFW describing the activity and including all required information as described under Section 1602 of the California Fish and Game Code, and pay the applicable notification fees. The County will submit the HMMP to CDFW for review.
- ▲ The County will obtain a streambed alteration agreement from CDFW and conduct project construction activities in accordance with the agreement, including implementing reasonable measures to protect wildlife resources.