

**Exhibit E:
NAPA PIPE MITIGATION MONITORING AND REPORTING PROGRAM**

Note: for purposes of this MMRP, unless otherwise indicated the term "Project Applicant" shall mean the project applicant and successors in interest or other persons assuming responsibility for implementation of the mitigation measures under the Development Plan, Applicable Permits, or transfer documents.

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
TRAFFIC AND TRANSPORTATION				
<p><u>TRA-1b:</u> To lessen the severity of significant peak hour traffic impacts at all studied intersections (and potentially reduce impacts to less than significant at the intersections of First St/Soscol Ave; Third St/Silverado Tr.(SR 121)/East Ave/Coombsville Rd; SR 29 Northbound Ramps/Imola Ave, Imola Ave (SR 121)/Jefferson St, SR 221 (Napa-Vallejo Hwy)/Kaiser Road, the project applicant shall establish a transportation demand management (TDM) program which shall be funded and administered by the property owners association with the goal of reducing the forecasted auto trip generation from the project by 15 percent. The TDM program shall include certain required (immediate, long term) measures, as follows.</p> <p>Required TDM Measures</p> <ul style="list-style-type: none"> • Establish a full-time, paid TDM coordinator to implement required TDM measures, monitor their effectiveness and implement additional measures as needed to meet the 15 percent goal. The coordinator shall also monitor volumes and delays at intersections where traffic mitigation measures have been called for. • Implement peak period shuttle service to key employment centers (e.g. hospital, downtown) or provide funding to allow relocation of the nearby VINE route to serve the site, with added service in peak periods. • Implement a parking management program to establish and monitor compliance with parking restrictions. <p>The effectiveness of these required measures shall be monitored on a biannual basis, and traffic counts will be conducted to determine if the 15 percent reduction of forecasted traffic levels is being achieved. If additional measures are necessary to achieve the 15 percent reduction, the TDM coordinator shall implement other measures to enhance the TDM program.</p> <p>Below is a selection of additional measures that may be considered to achieve a reduction in auto traffic:</p> <ul style="list-style-type: none"> • Develop incentives for employer programs 	<p>Project Applicant and Property Owners Assoc. are responsible for implementing this mitigation measure as stated.</p>	<p>Dept. of Public Works; County Counsel</p>	<p>TDM Program shall be established and set forth in conjunction with Conditions, Covenants and Restrictions of the Homeowners/Property Owners Association prior to issuance of Certificates of Occupancy (CC&R's to be reviewed and approved by County Counsel)</p>	

¹ These Mitigation Measures reflect revisions arising from discussions with the City of Napa and Napa Redevelopment Partners since the Board of Supervisor's hearing of May 21, 2013. Additional revisions may be considered and adopted concurrent with the project's development plan, design guidelines, and development agreement

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<ul style="list-style-type: none"> • Guaranteed Ride Home Program • Information kiosk w/brochures • Newsletter articles • Advertised carpool information phone number • Annual promotional events • Car-share program • Shuttles to regional transit like the Vallejo ferry • Transit Subsidies • Water taxis • On-site Ticket Sales (some level also included in existing, initial, moderate) • Carpool/Vanpool Subsidies (Start up, empty seat subsidies) • Employer-owned/sponsored Vanpools • Fleet Vehicles for mid-day trips • On-site circulator shuttle or golf-carts and/or campus bicycles • Aggressive flextime/telecommute programs 				
<p><u>TRA-5:</u> At the intersection of Imola Avenue/Soscol Avenue, prior to issuance of building permits, the project applicant shall pay its fair share toward construction of an additional through lane and left-turn lane on the eastbound approach, an exclusive right-turn lane on the westbound approach, and an additional through lane on Soscol Avenue in both directions. Provide protected phasing for the eastbound and westbound left-turn movements.</p>	<p>Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of building permits.</p>	<p>TDM program manager; Dept. of Public Works.</p>	<p>County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share payment as determined by that Program shall be paid to Program prior to issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.</p>	
<p><u>TRA-6:</u> At the intersection of State Route 221 (Napa-Vallejo Highway)/Streblov Drive, construct an additional northbound left-turn lane on State Route 221 (Napa-Vallejo Highway) and a receiving lane on Streblov Drive pursuant to Caltrans standards prior to the occupancy of the project. The TDM program manager shall monitor project-generated traffic and operations of this intersection on an annual basis with the County's oversight after permits are issued for the project. Monitoring shall be used to determine if and when</p>	<p>Property Owners Assoc. and TDM program manager to implement measure as stated. Owners Association shall</p>	<p>TDM program manager and Property Owners Assoc.; Dept. of Public Works.</p>	<p>Intersection monitored by TDM program manager on annual basis, and when traffic flows warrant, Owners</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
the required improvement is warranted by project generated traffic at the intersection. If warranted, the property owners association shall be responsible for implementing the required improvement to the intersection.	work with City of Napa and Caltrans to obtain consent to construct improvement if warranted.		Assoc. to work with City of Napa /Caltrans to obtain consent to construct improvement.	
<u>TRA-8:</u> At the intersection of Soscol Ferry Road/Devlin Road, forecasted volumes warrant a traffic signal; however, the intersection's close proximity to an adjacent signalized intersection renders a standard signalized intersection infeasible. Construct a median treatment on Soscol Ferry Road that essentially controls all movements except for the westbound through movement on Soscol Ferry Road. Widen Soscol Ferry Road to the west of its intersection with Devlin Road to allow for merging of the two lanes. The merge distance shall be in accordance with the standard roadway design criteria for lane merges. Please see the figure presented in the Traffic Impact Analysis in Appendix E of the Napa Pipe 2009 DEIR. This improvement shall be constructed prior to the occupancy of the project.	Project applicant to pay County costs associated with making the identified improvements and construction.	Planning Dept. and Dept. of Public Works	Department of Public Works shall verify construction of improvement prior to issuance of Certificates of Occupancy.	
<u>TRA-9:</u> At juncture of SR 12-SR 29/SR 221 (Napa-Vallejo Highway), prior to issuance of building permits the project applicant shall pay its pro-rated fair share toward the construction a flyover ramp for the traffic traveling from southbound State Route 221 (Napa-Vallejo Highway) to southbound State Route 12/State Route 29.	Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of building permits.	Planning Dept. and Dept. of Public Works.	County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share payment as determined by that Program shall be paid into Program prior to issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.	
<u>TRA-10:</u> At juncture of SR 12/Airport Boulevard/SR 29, prior to issuance of building permits the project applicant shall pay its pro-rated fair share toward the construction of a grade-separated interchange as proposed in the Napa County General Plan. This improvement has been contemplated previously by the County and Caltrans, and is likely to be needed with or without development of the project.	Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of build-	Planning Dept. and Dept. of Public Works	County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
	ing permits.		payment as determined by that Program shall be paid to Program prior to issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.	
<p><u>TRA-11</u>: State Route 29/Napa Junction Road intersection: The Napa County General Plan calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described earlier in the FEIR, the additional through lane on State Route 29 in the northbound and southbound directions shall be constructed at this intersection, as is currently proposed. This improvement has been contemplated previously by the County and Caltrans, and is likely to be needed with or without development of the project. For this reason, the project applicant shall pay its fair share to the construction of this project prior to issuance of building permits to avoid a significant impact. With the widening of State Route 29, this intersection would improve to acceptable LOS C in the AM and PM peak hours.</p>	Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of building permits.	Dept. of Public Works.	County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share payment as determined by that Program shall be paid to Program prior to issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.	
<p><u>TRA-12</u>: State Route 29/Donaldson Way intersection: The Napa County General Plan calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project's significant impact based on the criteria described in the FEIR, the additional through lane on State Route 29 in the northbound and southbound directions shall be constructed at this intersection, as is currently proposed. For this reason, the project applicant shall pay its fair share to the construction of this project prior to issuance of building permits to avoid a significant impact. With the widening of State Route 29, this intersection would improve to acceptable LOS B in both the AM and PM peak hours.</p>	Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of building permits.	Dept. of Public Works.	County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share payment as determined by that Program shall be paid to Program prior to	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
			issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.	
<p><u>TRA-13:</u> State Route 29/American Canyon intersection: The City of American Canyon’s General Plan recognizes that this intersection will likely operate at LOS E conditions during peak periods. The Napa County General Plan also calls for widening of State Route 29 from the State Route 221 (Napa-Vallejo Highway) interchange to the southern County Line. In order to mitigate the project’s significant impact based on the criteria described in the FEIR, the additional through lane on State Route 29 in the northbound and southbound directions shall be constructed at this intersection, as is currently proposed. For this reason, the project applicant shall pay its fair share to the construction of this project prior to issuance of building permits to avoid a significant impact. With the widening of State Route 29, this intersection would continue to operate at LOS F in the AM peak hour (primarily due to the extremely heavy westbound right turn to northbound State Route 29), but would operate better than Existing conditions without the project. The intersection would improve to LOS D in the PM peak hour.</p>	<p>Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of building permits.</p>	<p>Dept. of Public Works.</p>	<p>County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share payment as determined by that Program shall be paid to Program prior to issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.</p>	
<p><u>TRA-14:</u> The Project Sponsor shall develop and implement a Construction Traffic Management Program ("CMP") to minimize impacts of the Project and its contribution to cumulative impacts related to both on and off-site construction and remediation activities and traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or provisions set forth by Napa County departments and agencies. Preparation of the Construction Management Program shall be the responsibility of the Project Sponsor, and shall be reviewed and approved by County staff prior to initiation of construction. The program shall:</p> <ul style="list-style-type: none"> Identify construction traffic management practices in Napa County, as well as other jurisdictions that could provide useful guidance for a project of this size and characteristic. 	<p>Project Applicant is responsible for developing and obtaining approval of the CMP. Actual implementation of CMP measures is the responsibility of Project Applicant and its construction contractors.</p>	<p>Dept. of Public Works.</p>	<p>Prior to commencement of grading/construction activities and issuance of any related permits, Project Applicant shall submit CMP to Dept. of Public Works for approval.</p> <p>Project Applicant shall require adherence to CMP measures as a con-</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<ul style="list-style-type: none"> • Describe procedures required by different departments and/or agencies in the County for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines. • Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable traffic operations during periods of construction activities in the Project area. These could include construction strategies, demand management strategies, alternate route strategies, and public information strategies. • Coordinate with other projects in construction in the immediate vicinity (i.e. Syar), so that they can take an integrated approach to construction-related traffic impacts. • Identify barge routes to access the project site and other information as required by Napa County in the event soil import may be serviced by barge via the Napa River. • Ensure that adequate pedestrian circulation is maintained when the-existing sidewalks must be closed or obstructed for construction purposes. • Ensure that adequate bicycle facilities are maintained, including detour signs for then-existing bicycle routes. • Ensure that construction-truck traffic follows established truck routes, where designated. • Ensure that transit facilities, including stops, locations and associated amenities, such as shelters, etc., are maintained, or that acceptable temporary facilities are established. <p>Implementation of the CMP would help reduce the Proposed Project’s construction-related traffic impacts. Given the magnitude of the proposed development and the duration of the construction period, some disruptions and increased delays could still occur even with implementation of the CMP, although these disruptions would not be considered a significant impact because they would be intermittent over the course of the construction period.</p>			<p>tractual condition with all construction contractors. During construction, Dept. of Public Works shall conduct periodic inspections to determine compliance with CMP measures.</p>	
<p><u>TRA-15</u>: To mitigate potential adverse affects on roadway pavement conditions, prior to beginning construction on the proposed project, survey road conditions for proposed trucking routes on the following roadways:</p> <ul style="list-style-type: none"> ◆ Kaiser Road ◆ Napa Valley Corporate Drive ◆ Napa Valley Corporate Way ◆ Bordeaux Way ◆ Anselmo Court 	<p>Project Applicant shall retain qualified consultant (approved by the County) to conduct the road survey and implement mitigation measure as</p>	<p>Dept. of Public Works.</p>	<p>Schedule shall be as stated in mitigation measure.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>◆ Soscol Ferry Road</p> <p>This shall include roadway pavement and other surfaces that construction traffic may cross. The project applicant shall return roadway conditions to their pre-construction conditions (or better) following the remediation and grading phase of the project. For subsequent construction phasing, truck traffic to/from the project shall be monitored on the identified roadways to determine project’s construction traffic contribution to over-all truck traffic. Project applicant shall pay a fair share contribution to return roadway conditions to their pre-construction conditions following each phase of construction.</p>	stated.			
<p><u>TRA-16:</u> The design of the public promenade along the waterfront portion of the project shall minimize pedestrian and bicycle conflicts through means such as channelizing pedestrians to discrete crossing points of the trail, widening the trail through areas where higher pedestrian volumes are expected, and where necessary, separating pedestrian and bicycle travel.</p>	Project Applicant submits Site Plan for public promenade area to Planning Dept. and Dept. of Public Works for approval.	Planning Dept. and Dept. of Public Works.	Prior to any construction and permitting of the public promenade area.	
<p><u>TRA-17:</u> To promote transit use, reroute the VINE #10 bus route through the project site to serve the proposed transit center as proposed in the project site plan and ensure that all development proposed would be within a reasonable walking distance to transit (less than 1/3-mile).</p> <p>The revised bus route through Napa Pipe could either be a loop, in which case existing stops along Napa Valley Corporate Drive would remain, or the route could be relocated. Under the latter option, the existing bus stop at Latour Court would be moved 450 feet to the north to Kaiser Road, the stop at Bordeaux Way would be moved 600 feet to the south to Anselmo Court, and the stop at Napa Valley Corporate Way would be eliminated. Stops at Napa Valley Corporate Drive’s intersections with Kaiser Road and Anselmo Court will help maintain current patrons. Current ridership is expected to be maintained or surpassed by routing through the project. However, it should also be noted that the extension into the Napa Pipe site will lengthen the travel time from the City of Napa to the City of American Canyon, which may discourage current commuters. If the extension of the VINE #10 bus route is not feasible, the Project Applicant shall include peak period shuttle service as included in Mitigation Measure TRA-1b.</p>	County and Project Applicant shall work with NCTPA to obtain approval of the bus rerouting. Project Applicant shall provide shuttle service as stated if rerouting does not occur.	Planning Dept. and TDM program manager.	Negotiations shall occur, and if necessary shuttle instituted, prior to issuance of Certificates of Occupancy.	
<p><u>TRA-18:</u> To address issues associated with off-street parking supply, the project applicant shall collaborate with County Staff to develop a parking monitoring plan that assesses the utilization of available parking, to be included in the development plan. Alternatively, implementation of a parking management program, a component presented in Mitigation Measure TRA-1b, could be implemented to monitor parking demand and carry out parking reduction strategies when needed.</p>	Project Applicant shall address parking issues, with approval of County, in development plan.	Planning Dept.	Adequacy of parking shall be determined by Planning Dept. prior to commencement of construction in accordance with zoning regulations, or in approved develop-	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>TRA-19: To address project contribution to cumulative deterioration on roadway and intersection level of service operations, in addition to Mitigation Measures TRA-1 through TRA-13 (as applicable), the project applicant shall pay a fair share contribution to other long-term planned roadway improvements in the Regional Transportation Plan (assumed under the Cumulative Planned roadway network) at locations where the proposed project would contribute to cumulatively significant traffic impacts. The following improvements have been identified under this plan:</p> <ul style="list-style-type: none"> ◆ Realignment of Silverado Trail at Soscol Avenue to match alignment of proposed Gasser Drive extension ◆ Widening of State Route 29 to six lanes between Airport Boulevard and southern Napa County line ◆ Extension of Devlin Road south to Green Island Road <p>Each of these roadway improvements would improve intersection operations and general roadway circulation in the project study area under Cumulative conditions; however, most intersections would continue to operate unacceptably.</p> <p>A comprehensive list of roadway improvements that would be required to achieve acceptable intersection level of service under cumulative conditions has been developed and is presented in the Transportation Impact Analysis (Appendix E) of the 2009 DEIR. (See also, September 7, 2012 “Napa Pipe Impact Comparison—Costco Alternative/Proposed Project” Memorandum prepared by Fehr & Peers identifying the mitigation measures from the TIA that are applicable to the Developers Revised Proposal.) Many of these improvements would require major roadway widening in a fashion that may not be consistent with the stated desires of many communities, through their General Plan documents, to maintain Napa County’s rural atmosphere and promote pedestrian, bicycle, and transit as successful transportation modes. Many of the cumulative impacts would occur even without the project.</p>	<p>Project Applicant or Property Owners Assoc. pays fair share to Napa Pipe Traffic Mitigation Fee Program prior to issuance of building permits.</p>	<p>Dept. of Public Works and Planning Dept.</p>	<p>ment plan. County shall establish, based on studies funded by Project Applicant, a Napa Pipe Traffic Mitigation Fee Program. Fair share payment as determined by that Program shall be paid to Program prior to issuance of building permits, and dispersed for construction of improvement if and when improvement is constructed.</p>	
<p>BIOLOGICAL RESOURCES</p>				
<p>BIO-1: In the event that pre-construction confirmation surveys conducted in accordance with the Biological Resource Assessment ("BRA") protocols identify any federally- or State-listed plant species that have become established along shoreline areas proposed for bank work, the applicant shall obtain all necessary permits and/or authorizations from the CDFG and USFWS as required by federal and State law for incidental take of those species. If CNPS 1B plants are found in the area of proposed disturbance and cannot be avoided, a salvage/relocation plan shall be developed and approved by CDFG prior to initiation of bridge construction and other improvements in marshland habitat. Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the Napa County Conservation, Development & Planning Department prior to issuance of any grading or building permits for the project.</p>	<p>Project Applicant retains qualified biologist (subject to County approval) to conduct confirmation survey, and is responsible for implementing mitigation measure as stated.</p>	<p>Planning Dept.</p>	<p>Survey conducted, and any necessary State or Federal permits/authorizations obtained, prior to issuance by County of any grading or building permits.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>BIO-2: If project improvements affecting or adjacent to brackish marsh habitat are not initiated until after 2010, supplemental confirmation surveys conducted in accordance with the Biological Resource Assessment ("BRA") protocols shall be conducted to determine whether Mason's lilaepsis, Delta tule pea, and other marsh associated special-status plant species have become established at the Bedford Slough bridge crossing and shoreline of the Napa River where the bridge over Asylum Slough is proposed. The surveys shall be conducted by a qualified botanist in the year prior to the anticipated start of construction, and shall be appropriately-timed to allow for detection of all species of concern (typically between April and November).</p>	<p>Project Applicant retains qualified biologist (subject to County approval) to conduct supplemental confirmation survey and implements mitigation measure as stated. If plant species detected, Project Applicant to obtain and necessary CDFG and USFWS permits/authorizations; implement <i>Avoidance/Minimization Measures During Construction</i> set forth in the Biological Resource Assessment (BRA).</p>	<p>Planning Dept.</p>	<p>Survey conducted, and any necessary State or Federal permits/authorizations obtained, prior to issuance by County of any grading or building permits. Project Applicant implements applicable BRA requirements.</p>	
<p>BIO-3(a): To avoid the potential for disturbance of nesting birds associated with marsh habitat on or near the site, schedule any construction activities that encroach within 300 feet of the brackish marsh, diagonal drainage, and Bedford Slough for the period of August 16 through February 14. If construction work cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds in the wetland habitats. The surveys shall be conducted no later than 14 days prior to the start of work and shall focus on determining whether San Pablo song sparrow, saltmarsh common yellowthroat and/or tricolored blackbird are nesting in these areas. If these or other birds protected under the Migratory Bird Treaty Act or CDFG Code 3503 are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFG, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 150 to 250 feet from the nest site. Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume. The nest buffer shall remain in effect and the nest protected until the young have fledged and the nest is no longer in active use, as determined by the quali-</p>	<p>Project Applicant implements mitigation measure as stated. Retention of qualified biologist if necessary is subject to County approval.</p>	<p>Planning Dept.</p>	<p>Planning Dept. shall monitor construction timing; If needed, qualified biologist to consult with CDFG, provide periodic monitoring of construction, and report results to Planning Dept.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
fied biologist.				
<u>BIO-3(b)</u> : Tree and brush removal on the remainder of the project site (those areas not subject to BIO-3(a)), shall take place during the period of August 16 through February 14 to the maximum extent possible to avoid possible disturbance to nesting birds. If tree and brush removal cannot take place outside of this timeframe, a qualified biologist shall conduct pre-construction surveys for nesting birds in the trees and brush to be removed no later than 14 days prior to the start of work. If active nests of raptors or other birds protected under the Migratory Bird Treaty Act or CDFG Code 3503 are located in trees or brush to be removed, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged and the nest is no longer active, as determined by a qualified biologist. The size of the buffer shall be determined by the biologist in consultation with CDFG, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance.	Project Applicant implements mitigation measure as stated. Retention of qualified biologist if necessary is subject to County approval.	Planning Dept.	Planning Dept. shall monitor construction timing; If needed, qualified biologist to consult with CDFG, provide periodic monitoring of construction, and report results to Planning Dept.	
<u>BIO-3(c)</u> : A qualified biologist shall conduct pre-construction surveys in the annual grassland and ruderal brushland habitats on the site to confirm that there are no burrowing owls or northern harriers nesting in these areas. The surveys shall be conducted no later than 30 days prior to the start of ground disturbing activities in these areas. If construction is initiated in these areas during the period of August 31 through January 31, then pre-construction surveys are not required. If active nests of either species are discovered in the proposed area of disturbance or within 300 feet of this area, the biologist shall consult with CDFG to determine the appropriate construction buffer. Once the biologist determines that the nests are no longer active, then construction activities can resume within the buffer area.	Project Applicant implements mitigation measure as stated. Retention of qualified biologist if necessary is subject to County approval.	Planning Dept.	Planning Dept. shall monitor construction timing; If needed, qualified biologist to consult with CDFG, provide periodic monitoring of construction, and report results to Planning Dept.	
<u>BIO-4(a)</u> : In the event that work is required below the Ordinary High Water Mark in the Napa River, Asylum Slough or Bedford Slough, the applicant shall obtain all necessary authorizations from the CDFG and NOAA Fisheries as required by federal and State law for potential harm to special-status fish species. Such authorization would be obtained as a result of interagency coordination through USACE and/or Coast Guard permit(s) and the CDFG Streambed Alteration process (see Mitigation Measure BIO-5 below). Evidence that the applicant has secured any required authorization from these agencies shall be submitted to the Napa County Conservation, Development & Planning Department prior to issuance of any grading or building permits for the project.	Project Applicant implements mitigation measure as stated, and obtains all necessary state and federal authorizations.	Planning Dept.	Evidence of obtaining necessary authorizations submitted to Planning Dept. prior to issuance of any grading or building permit.	
<u>BIO-4(b)</u> : To avoid potential impacts to Central California steelhead that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between January through April.	Project Applicant implements mitigation measure as stated	Planning Dept.	Planning Dept. periodically monitors construction activity during prohibited times.	
<u>BIO-4(c)</u> : To avoid potential impacts to Delta smelt or Sacramento splittail that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between February through May. During the summer months, it is unlikely for these	Project Applicant implements mitigation measure as	Planning Dept.	Planning Dept. periodically monitors construction activity	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
species to be in this area of the river due to increased salinity.	stated.		during prohibited times.	
<u>BIO-4(d)</u> : To avoid potential impacts to chum salmon that may be in the Napa River, in-water construction in Asylum Slough or Bedford Slough shall not occur between February through May.	Project Applicant implements mitigation measure as stated.	Planning Dept.	Planning Dept. periodically monitors construction activity during prohibited times.	
<p><u>BIO-5</u>: With respect to fill in jurisdictional wetlands and waters, the <i>Avoidance/Minimization Measures During Construction</i> called for in the BRA along with the following additional measures shall be implemented.</p> <ul style="list-style-type: none"> ◆ Where verified waters of the United States are present and cannot be avoided, authorization for modifications to these features shall be obtained from the USACE through the Section 404 permitting process. Similarly, a Section 401 Certification shall be obtained from the RWQCB where waters of the United States are directly affected by the project. All conditions required as part of the authorizations by the USACE and RWQCB shall be implemented as part of the project. ◆ A CDFG Stream Bed Alteration Agreement shall also be required where proposed project activities would affect the bed or banks of Bedford Slough, Asylum Slough and other regulated drainages on the site. The applicant shall submit a notification form to the CDFG, shall obtain all legally-required agreements, and implement any conditions contained within that agreement. ◆ Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts (as discussed above under Mitigation Measures BIO-1 and BIO-3). The applicant shall obtain all legally required permits or other authorizations from the USFWS, NOAA Fisheries, and CDFG for the potential “take” of protected species under the Endangered Species Acts. ◆ Install orange construction fencing around the boundary of all wetland areas to be preserved so that they are not disturbed during construction. The fencing shall be placed a minimum of 25 feet out from the boundary of the wetland but may need to be adjusted if restoration activities are to be conducted within this area. Grading, trail construction and restoration work within the 50-foot wetland buffer zones shall be conducted in a way that avoids or minimizes disturbance of existing wetlands. In some cases (e.g. at the connection point of the new swale with the diagonal drainage), this may mean use of smaller equipment such as a Bobcat. ◆ A biologist/restoration specialist shall be available during construction to provide situation-specific wetland avoidance measures or planting recommendation, as needed. 	Project Applicant implements mitigation measure as stated, retaining a biologist/restoration specialist subject to County approval.	Planning Dept.	Project Applicant provides evidence of necessary state and federal authorizations prior to issuance of grading and building permits. Planning Dept. and retained biologist/restoration specialist periodically monitors construction activity during prohibited times.	
NOISE				

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>NOISE-1: In accordance with 2010 California Building Code (Chapter 12, Appendix Section 1207.11.2), sound-rated building construction shall be used to achieve acceptable indoor noise levels (45 dBA L_{dn}) in residential units along the east and north perimeters of the site. Building sound insulation treatments include, but are not limited to sound retardant windows and doors, resilient wall constructions, heavy siding and roofing materials (e.g. stucco, Hardi-plank), ventilation silencers, and gasketing. The specification of these treatments shall be developed during the architectural design of the buildings. All residential units in the project shall require mechanical ventilation to allow for air circulation while windows are closed for noise control. Through application of the design guidelines, residential outdoor use areas shall be shielded from traffic and industrial noise by locating buildings between these sources and the outdoor areas. Noise barriers would be utilized where additional shielding is required to achieve compatible noise levels in order to meet the requirements set forth in the Napa County Noise Ordinance, Section 8.16.070, Exterior Noise Limits.</p>	<p>Required mitigations shall be contained in the Design Guidelines and building plans submitted by Project Applicant to County for approval.</p>	<p>Building Dept.</p>	<p>Inclusion of identified measures in Development Plan and building plan submittals shall be confirmed by County prior to issuance of any building permit.</p>	
<p>NOISE-2: Locate proposed residential land uses no closer than 100 feet from the railroad tracks or require that railroad train vibration levels be confirmed by an analysis conducted by an expert in rail vibration during the detailed design phase of the project. Vibration levels shall not exceed the screening level threshold of 80 VdB or the detailed vibration impact criteria of 78 VdB during the day or 72 VdB at night at the proposed setback of residential units adjoining the tracks. The noise expert would recommend design level measures to mitigate any excessive vibration levels. Residential buildings shall not be constructed within 100 feet of active railroad tracks unless design measures that mitigate excessive vibration to levels below FTA impact thresholds are included in the project.</p>	<p>Project Applicant implements mitigation measure as stated. Retention of qualified vibration specialist subject to County approval. Location restrictions from vibration levels shall be confirmed in analysis and incorporated into Design Guidelines, site plan, and building submittal approvals.</p>	<p>Planning Dept.; Building Dept.</p>	<p>County shall confirm compliance with stated mitigations prior to issuance of building permits.</p>	
AIR QUALITY				
<p>AQ-2: The following is a list of feasible control measures that the BAAQMD recommends to limit construction emissions of PM₁₀, PM_{2.5}, and NO_x. These mitigation measures shall be implemented for all areas (both on-site and off-site) where construction activities would occur. Even with mitigation measures imposed, this impact remains significant and unavoidable.</p> <p><u>Measures to Reduce Fugitive Particulate Matter (PM₁₀ and PM_{2.5}) Emissions</u> All untreated exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or</p>	<p>Project Applicant and its contractors shall implement the mitigation measure as stated. Identified measures shall be a contractual condition of construction</p>	<p>Planning Dept., Dept. of Public Works.</p>	<p>Plans and inventory of construction vehicle equipment to be used, and method of importing fill, shall be approved by Planning Dept. and/or Dept. of</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>moisture probe.</p> <ul style="list-style-type: none"> ◆ Limit traffic speeds on any unpaved roads to 15 mph. ◆ Suspend construction activities that cause visible dust plumes to extend beyond construction sites, especially during windy conditions. ◆ Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. ◆ Prohibit the visible tracking of mud, dirt, or material on to public streets. If necessary, all trucks and equipment, including their tires, shall be washed off prior to leaving the site. Any visible mud or dirt tracked on to public roadways shall be removed using wet power vacuum sweepers at least once per day. ◆ During remediation and grading/fill import phases, site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. ◆ Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. ◆ During renovation and demolition activities, removal or disturbance of any materials containing asbestos or other hazardous pollutants will be conducted in accordance with the BAAQMD rules and regulations. ◆ Remediation activities will be conducted in accordance with BAAQMD rules and regulations. <p><u>Mitigation to Reduce NOx Emissions</u></p> <ul style="list-style-type: none"> ◆ The project shall develop a plan for approval by the County or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2010. ◆ At least 80-percent of the equipment that will be used on site for 40 hours or greater shall meet current Tier 3 engine standards. ◆ The project applicant shall require the project developer or contractor to submit to the County or BAAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the remediation and grading (fill import and grading) phase of the project, except that an 	<p>contracts. County to be informed of designated Disturbance Coordinator.</p>		<p>Public Works prior to issuance of grading and building permits. During construction, Building Dept. and/or Dept. of Public Works shall conduct periodic inspections to determine compliance with BAAQMD measures.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>inventory shall not be required for any 30-day period in which little or no construction activity occurs.</p> <ul style="list-style-type: none"> ◆ Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The project shall ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. ◆ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from any residences. Clear signage indicating such idling restrictions shall be posted at construction site access points. ◆ Consider alternative sites and methods to import fill material to the site to reduce NOx emissions. Alternative methods could include use of tug boats or trucks with newer engines that meet recent EPA emissions standards that result in lower emissions. The applicant shall provide an analysis of such alternatives, along with a calculation of emissions for each method. The analysis shall demonstrate that NOx emissions from remediation activities under Option C shall not exceed 15 tons/year. The County shall use this information to determine the acceptable method for importing fill material to the site. This may include a mix of methods and fill sites. ◆ Planned construction activities on Spare the Air days shall be reduced to lower emissions. An attempt to reduce emissions, possibly below 54 pounds per day, would be made for each day that the BAAQMD forecasts a “Spare the Air Day” at least 24 hours prior. The County shall be provided a record of attempts to reduce NOx emissions when Spare the Air Days were forecasted at least 24 hours prior. ◆ Designate a Disturbance Coordinator during construction activities. This coordinator will ensure that all air quality mitigation measures are enforced. In addition, the Disturbance Coordinator will respond to complaints from the public regarding air quality issues (e.g. dust and odors) within 48 hours. The contact information for this Coordinator shall be posted in plain view at the project site. A phone number for the Air District shall also be posted to ensure compliance with applicable regulations. <p>Implementation of Mitigation Measure TRA-14 would require a construction management plan to avoid traffic congestion and specify truck routes.</p>				

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>AQ-3: The project applicant shall reduce air pollutant ROG, NO_x, PM₁₀, and PM_{2.5} emissions from both traffic trips and area sources through the measures listed below.</p> <ul style="list-style-type: none"> ◆ Bicycle amenities shall be provided for the project. This would include secure bicycle parking for retail employees, bicycle racks for retail customers, bicycle lockers, and bike lane connections. This vehicle trip reduction measure could reduce emissions by an additional 0.5 percent. ◆ Pedestrian facilities shall include easy access and signage to bus stops and roadways that serve the major site uses (e.g. retail and residential uses). This may reduce emissions by an additional 0.5 percent. ◆ Project site employers shall be required to promote transit use by providing transit information and incentives to employees. This measure may reduce emissions by about 0.5 percent. ◆ Provide exterior electrical outlets to encourage use of electrical landscape equipment at retail and residential uses. ◆ Prohibit idling of trucks at loading docks for more than five minutes and include signage indicating such a prohibition. ◆ Provide 110- and 220-volt electrical outlets at loading docks. ◆ Implement a landscape plan that provides shade trees along pedestrian pathways. ◆ Obtain LEED certification or achieve equivalent energy efficiency for new residential and commercial buildings, which would reduce the future energy demand caused by the project. ◆ Implementation of Mitigation Measure TRA-1b would require that the project applicant establish a transportation demand management (TDM) program which shall be funded and administered by the property owners association with the goal of reducing the forecasted auto trip generation from the project by 15 percent. ◆ The effectiveness of these required measures shall be monitored on a biannual basis, and traffic counts will be conducted to determine if the 15 percent reduction of forecasted traffic levels is being achieved. If additional measures are necessary to achieve the 15 percent reduction, the TDM coordinator shall implement other measures to enhance the TDM program. ◆ Implementation of Mitigation Measure TRA-17 would reroute the VINE Route #10 bus so that it would serve the proposed project's transit center. ◆ The Napa County Regional Park and Open Space District is in the process of obtaining permits for a 4,000-plus linear foot segment of trail completing the connection between the project site and the City of American Canyon. This segment of the trail is not on the project site. The cost of constructing this segment is estimated to be \$350,000. Prior to occupancy of the project, the applicant shall contribute its fair share towards the cost of constructing this segment of the trail. 	<p>Project Applicant and successors in interest shall be responsible for implementing mitigation measure as stated. Deeds conveying property shall reference required mitigations of retailers and employers.</p>	<p>Planning Dept.</p>	<p>Required site measures shall be set forth in approved Design Guidelines and site plan prior to construction. Fair share payment to be made prior to issuance of Certificates of Occupancy.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
Even with mitigation measures imposed, this impact remains significant and unavoidable.				
<p><u>AQ-4:</u> To lessen air quality nuisances from exposure to adjacent heavy industrial uses, the following measures shall be implemented prior to construction of new residences near barge loading/unloading areas:</p> <ul style="list-style-type: none"> ◆ Prior to occupation of the project by sensitive receptors (e.g. residents), the applicant will develop a detailed site plan that includes features to reduce dust nuisance exposures to future project residences located near industrial activities. These features shall include the following: ◆ Wind break in the form of mature trees with sufficient density to reduce wind flow. BAAQMD recommends consideration of tiered plantings of trees such as redwood, deodar cedar, and live oak to reduce TAC and PM exposure. ◆ Buffers to avoid placement of residences near or adjacent to active or planned active industrial uses. Adequate buffers shall be determined through site-specific studies that take into account designs for new residences and anticipated future industrial activities or establish a 200-foot buffer. ◆ Install and maintain air filtration systems of fresh air supply either on an individual unit-by-unit basis, with individual air intake and exhaust ducts ventilating each unit separately, or through a centralized building ventilation system. The ventilation system should be certified to achieve a certain effectiveness, for example, to remove at least 80 percent of ambient PM25 concentrations from indoor areas. The air intake for these units shall be located away from areas producing the air pollution (i.e. toward the south). ◆ Require rerouting of nearby heavy-duty truck routes. ◆ Enforce illegal parking and/or idling of heavy-duty diesel trucks in the vicinity. 	Project Applicant is responsible for implementing this mitigation measure as stated.	Planning Dept.	Planning Dept. approves site plan incorporating mitigation measures as stated prior to issuance of residential building permits.	
<p><u>AQ-5:</u> The County shall review plans for new restaurants in neighborhoods with residences to ensure that these uses install kitchen exhaust vents in accordance with accepted engineering practice, and shall install exhaust filtration systems or other accepted methods of odor reduction.</p>	Project applicant or successors in interest to implement mitigation measure as stated.	Planning Dept.	Measures to be confirmed prior to issuance of restaurant building permits.	
GREENHOUSE GAS EMISSIONS				
<p><u>GHG-1a:</u> To lessen GHG emissions associated with the project, as part of phase one the applicant shall construct and lease retail space to an on-site market that also sells fresh, locally grown produce. The applicant shall provide for rental subsidies if needed to ensure long term tenancy of a market providing on-site access to fresh food, thereby reducing VMT for project site residents and from food distributors. Even with mitigation measures imposed, this impact remains significant and unavoidable.</p>	Project applicant is responsible for implementing mitigation measure as stated.	Planning Dept.	Prior to issuance of Certificates of Occupancy for Phase I.	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>GHG-1b: The applicant shall provide long term funding for marketing proposed housing units to members of the local workforce and shall market units to businesses in the project vicinity (for employee housing). Both marketing programs shall include a monitoring component to measure their effectiveness and shall be adjusted as needed to maximize the sale and lease of housing units to members of the local workforce for a period of time to be determined by the County and developer.</p>	<p>Project Applicant is responsible for implementing mitigation measure as stated.</p>	<p>County Dept. of Housing and Intergovernmental Cooperation.</p>	<p>County to approve funding and marketing program prior to issuance of Certificates of Occupancy for each Phase.</p>	
<p>GHG-1c: As a means of reducing global warming related impacts of a project, the project applicant shall incorporate additional measures to reduce the project’s contribution to the countywide GHG emissions associated with development assumed under the County’s General Plan. Such measures shall include the following additional items from the California Attorney General’s Office (2008) list of suggested measures for reducing global warming related impacts of a project:</p> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> ◆ Design buildings to meet LEED certification requirements applicable as of the project approval date. ◆ Install light colored “cool” roofs and cool pavements. ◆ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ◆ Install light emitting diodes (LEDs) or other high efficiency lighting for traffic, street and other outdoor lighting. ◆ Limit the hours of operation or provide minimally acceptable light intensities for outdoor lighting. <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> ◆ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. ◆ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces unless required to mitigate health and safety concerns. These restrictions shall be included in the Covenants, Conditions, and Restrictions of the community. <p><i>Solid Waste Measures</i></p> <ul style="list-style-type: none"> ◆ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ◆ Provide interior and exterior storage areas for recyclables and green waste at all buildings. ◆ Provide adequate recycling containers in public areas, including parks, school grounds, paseos, and pedestrian zones in areas of mixed-use development. <p><i>Transportation and Motor Vehicles</i></p>	<p>Project Applicant implements mitigation measures as stated. Requirements to be contained in Design Guidelines, Building Plans, Site Plan and Subdivision Maps, and Association Conditions, Covenants and Restrictions as appropriate.</p>	<p>Planning Dept.; Dept. of Public Works; County Counsel.</p>	<p>Required measures shall be included in referenced documents prior to approvals by listed departments, and confirmed during required inspections.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<ul style="list-style-type: none"> ◆ Promote ride sharing programs at employment centers (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride share vehicles, and providing a web site or message board for coordinating ride sharing). ◆ At commercial land uses, all forklifts, “yard trucks,” or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption. ◆ At commercial land uses, limit idling time for commercial vehicles, including delivery and construction vehicles. ◆ Promote the use of alternative fuel vehicles and neighborhood electric vehicle programs through prioritized parking within new commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles. ◆ Provide shuttle service from mixed-use and employment areas to public transit. ◆ Provide information on all options for individuals and businesses to reduce transportation-related emissions, including education and information about public transportation. ◆ Provide bicycle parking near building entrances to promote cyclist safety, security and convenience. ◆ Provide secure bicycle storage at public garage parking facilities. ◆ Locate facilities and infrastructure in all land use types to encourage the use of low or zero emission vehicles (e.g. electric vehicle charging facilities and conveniently located alternative fueling stations). <p><i>Performance Standard</i></p> <ul style="list-style-type: none"> ◆ Demonstrate that, by implementation of the measures set forth above, the project achieves a reduction of greenhouse gas emissions, as compared to "Business As Usual," consistent with the target stipulated in the County's Climate Change Action Plan as adopted by the BOS on or before approval of the project. Incorporate additional measures, such as the installation of solar power or other renewable energy systems, if necessary to ensure this target is achieved. 				
HAZARDS AND HAZARDOUS MATERIALS				
<p><u>HAZ-1:</u> To lessen the risk of exposure related to accidental release of hazardous materials during cleanup, construction and operation phases of the project, the project applicant shall fully implement the provisions of the RAP and RDIP including but not limited to the soil risk management protocols in the RDIP that address discovery of new or different contamination during earth-working and subsurface construction activities. As outlined in the RAP, such implementation would include multiple dust control strategies that would be employed during remediation. A water mist would be applied to the excavation and</p>	<p>Project Applicant is responsible for implementing mitigation measure as stated.</p>	<p>Planning Dept.; County Counsel re Deed Restriction</p>	<p>Planning Dept. confirms measures as stated.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>soil handling area and all truck haul routes, while the soil itself would be wetted, to reduce airborne dust generation. In addition, intermittent air monitoring would be conducted in accordance with local air quality management regulations, and equipment used to excavate, transport and manage soil would be decontaminated through a process of brushing and washing in a central decontamination area.</p> <p>In conjunction with amending the Site 1 WDRs, prepare and record a deed restriction acceptable to the RWQCB that ensures that no buildings are constructed on the WMU in a fashion that impairs access or functioning of the collection trench and drainage system, and that provides access for inspections and maintenance of a collection trench/drainage system sufficient to comply with the Site 1 WDRs.</p>				
<p><u>HAZ-2:</u> The applicant shall carry out the provisions set forth in the RAP and clean up the site to levels below the levels protective of human health and the environment agreed to by the RWQCB. Following full implementation, the applicant shall prepare and submit a report to the San Francisco Bay RWQCB for review and approval. The report shall document cleanup activities performed, quantities of soil reused on-site and disposed of off-site, facilities that received exported material, soil gas sample analytical results, and verification that the targeted cleanup levels have been achieved.</p>	<p>Project Applicant is responsible for implementing mitigation measure as stated.</p>	<p>Planning Dept.</p>	<p>Planning Dept. confirms in conjunction with required approvals and inspections.</p>	
<p><u>HAZ-3:</u> To allow for the successful assessment and remediation of any previously unknown soil contaminants hazardous to the public and/or environment encountered during project construction, implement the protocols documented in the soil risk management plan portion of the RDIP in the event that such contaminants are encountered, and record in the deed records for the site a notice of the existence of the soil risk management protocols from the RDIP (including a full copy of those protocols) so that all owners of portions of the site have advanced notice of both the existence of the soil risk management plan and its terms and provisions.</p>	<p>Project Applicant is responsible for implementing mitigation measure as stated.</p>	<p>Dept. of Public Works; County Counsel.</p>	<p>County Counsel to review and approve deeds prior to recordation to ensure notice of required protocols; Dept. of Public Works to ensure compliance during grading inspections.</p>	
<p>GEOLOGY, SOILS, AND SEISMICITY</p>				
<p><u>GEO-1:</u> To lessen potential damage from strong or violent ground shaking, prior to the issuance of permits for the construction of infrastructure, buildings and bridges, the applicant's geotechnical engineer shall prepare and submit to the County for review 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 shall incorporate all design and construction criteria specified in the report(s). The geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to parcel/final map approval. The project geotechnical engineer shall provide geotechnical observation during the construction, which will allow the geotechnical engineer to compare the actual</p>	<p>Project Applicant is responsible for implementing mitigation measure as stated. Retention of geotechnical engineer is subject to County approval.</p>	<p>Dept. of Public Works, Planning Dept.</p>	<p>Confirmation of recommendations in improvement plans by Dept. of Public Works prior to parcel/final map approval, and in building plans prior to approval by Planning Dept. Conformance to rec-</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
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.			ommendations and engineers reports to occur during required County inspections.	
<u>GEO-2:</u> To lessen potential damage from liquefaction, the recommendations for both special foundations and other geotechnical engineering measures specified in the applicant's geotechnical reports (prepared by T&R, dated January 23, 2007 and May 21, 2007) shall be implemented during design and construction. These measures include engineering and compaction of new fills, removal or improvement of potentially liquefiable soils and compressible soils, and use of deep foundations. Documentation of the methods used shall be provided in the required design-level geotechnical report(s).	Project Applicant is responsible for implementing mitigation measure as stated.	Dept. of Public Works, Planning Dept.	Confirmation of inclusion of recommendations prior to issuance of grading/building permits. Conformance to recommendations and engineers reports to occur during required County inspections.	
<u>GEO-3:</u> Lateral spreading during potential future earthquakes shall be mitigated by correcting the liquefaction hazard to which it is related. Corrective measures, which shall be included in the required design-level geotechnical report(s), shall include: <ul style="list-style-type: none"> ◆ Engineering and compaction of new fills. ◆ Removal or densification of liquefiable soils. ◆ Use of relatively rigid foundations. 	Project Applicant is responsible for implementing mitigation measure as stated.	Dept. of Public Works, Planning Dept.	Confirmation of inclusion of recommendations prior to issuance of grading/building permits. Conformance to recommendations and engineers reports to occur during required County inspections.	
<u>GEO-4:</u> To avoid excessive settlement that could cause damage to foundations and pavements, poorly compacted fills shall be mitigated by excavation and/or additional compaction. Options to mitigate these effects include implementing a surcharge program, supporting structures with deep foundations that include drilled or driven piles and installing flexible connections for utilities. The geotechnical recommendations for mitigation of existing and proposed fills, and for settlement of native soils, that are contained in the applicant's geotechnical reports shall be implemented. These measures include removal and recompaction of pre-existing loose fills, and proper engineering and compaction of all new fills.	Project Applicant is responsible for implementing mitigation measure as stated.	Dept. of Public Works.	Confirmation of inclusion of recommendations prior to issuance of grading. Conformance to recommendations and engineers reports to occur during required County inspections.	
<u>GEO-5:</u> As a part of final design, the project geotechnical engineer shall make specific recommendations to minimize or eliminate expansive soils under pavements and structures. Such measures for buildings may include use of appropriate foundations, by cap-	Project Applicant is responsible for implementing mitiga-	Planning Dept.	Confirmation of inclusion of recommendations prior	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
ping expansive soils with a layer of no-expansive fill, or by lime treatment. Such measures for pavements may include special pavement design and/or subexcavation of expansive soils. These recommendations shall be based on testing of the in-site fill materials. The recommendation measures shall be submitted to the County as a part of building and/or paving plan submittal prior to the issuance of building/construction permits.	tion measure as stated.		to issuance of building permits. Conformance to recommendations and engineers reports to occur during required County inspections.	
HYDROLOGY AND WATER QUALITY				
<u>HYDRO-3:</u> Before the approval of grading plans and building permits, the project applicant(s) for all project phases shall submit final drainage plans to the County demonstrating that off-site upstream runoff would be appropriately conveyed through the project site, and that project-related on-site runoff would be appropriately detained to reduce flooding impacts. The plans shall adhere to the guidelines and requirements set forth for drainage in the Napa County Road & Street Standards. Design of BMPs for flood control shall comply with all regulations and be approved by the County.	Project Applicant shall implement mitigation measure as stated.	Dept. of Public Works.	Final drainage plans to be submitted and approved prior to issuance of any grading/building permits.	
<u>HYDRO-4:</u> Prior to approval of grading permits and improvement plans (for each project phase), the project applicant shall prepare and submit an Erosion and Sediment Control Plan (ESCP) for review and approval by the County. The ESCP shall include the locations and descriptions of control measures (BMPs), such as straw bale barriers, straw mulching, straw wattles, silt fencing, and temporary sediment ponds to be used at the project site to control and manage erosion and sediment, control and treat runoff, and promote infiltration of runoff from new impervious surfaces. The Applicant shall also submit a Notice of Intent (NOI) to the State Water Resources Control Board for coverage under the NPDES Construction General Permit and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the County prior to issuance of a grading permit. The SWPPP shall incorporate the ESCP and describe construction-phase housekeeping measures, such as spill prevention and cleanup measures, means of waste disposal, and best management practices training for on-site workers. The SWPPP shall incorporate the monitoring requirements and other provisions in the recently updated SWRCB General Permit for Construction Activities (approved September 2, 2009). A Stormwater Runoff Management Plan (SRMP) shall also be prepared for review and approval by the County, as specified in the Napa County Post-Construction Runoff Management Requirements. The SRMP shall include descriptions and designs of the post-construction BMPs to be implemented, such as bioswales, biofiltration features and stormwater retention basins, well as non-structural BMPs, such as street sweeping and covered waste disposal areas. The SRMP shall also prescribe monitoring and maintenance practices for the BMPs to maintain treatment effectiveness. Where applicable, these BMPs shall be designed based on specific criteria from recognized BMP design guid-	Project Applicant shall implement mitigation measure as stated.	Dept. of Public Works.	ESCP, SWPPP, and SRMP shall be reviewed and approved prior to issuance of grading permits for each phase.	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<p>ance manuals, such as the California BMP Handbooks (available at www.napastormwater.org).</p>				
<p>HYDRO-5: Prior to beginning of construction of the project, the applicant shall abandon all existing wells on the project site that are not planned for water supply or groundwater monitoring consistent with Napa County Environmental Health standards and the standards described in State of California Bulletin 74-81 (Water Well Standards).</p>	<p>Project Applicant shall implement mitigation measure as stated.</p>	<p>Dept. of Environmental Management.</p>	<p>Prior to issuance of grading/building permits.</p>	
<p>HYDRO-6: Prior to approval of the final grading plan, the project shall submit a request for a Conditional Letter of Map Revision (CLOMR) for review and action by FEMA and/or their designated representative in order to remove the elevated parcels from the SFHA. With the approved CLOMR and placement of fill as described, the project shall submit a request for a Letter of Map Revision (LOMR).</p>	<p>Project Applicant shall implement mitigation measure as stated.</p>	<p>Department of Public Works</p>	<p>Dept. of Public Works shall confirm approved CLOMR prior to approval of grading plans and issuance of grading permits.</p>	
<p>HYDRO-7a: The project proponents shall construct floodgates at either end of the railroad ROW as described in the PWA memorandum. Operation and maintenance of the floodgates shall be established in an agreement authorized and approved by the Napa County Office of Emergency Services, (NCOES) and shall be the responsibility of the Home Owners Association (HOA) or such other responsible legal entity as determined in agreement with the NCOES.</p>	<p>Project Applicant shall implement mitigation measure as stated.</p>	<p>Dept. of Public Works, Napa County Office of Emergency Services</p>	<p>Construction of floodgates and approval of operation/maintenance agreement prior to issuance of building permits.</p>	
<p>HYDRO-7b: While the floodgates will provide protection for the area between them, the wetland area to the south and the adjacent park areas would remain vulnerable to potential flooding, as would the northwest park area of the project site. The project proponents shall provide adequate public signage in the nature area and wetland, and northwest park warning park patrons of the potential flood hazard.</p>	<p>Project Applicant shall implement mitigation measure as stated.</p>	<p>Dept. of Public Works.</p>	<p>Adequate signage shall be confirmed prior to issuance of Certificates of Occupancy.</p>	
<p>CULTURAL RESOURCES</p>				
<p>CULT-1a: Prior to the demolition of buildings and structures comprising the Basalt Shipyard District, the District shall be documented to the Historic American Buildings Survey (HABS) documentation level III, as follows: Documentation Level III</p> <ol style="list-style-type: none"> 1. Drawings: sketch plan. 2. Photographs: photographs with large-format negatives of exterior and interior views. 3. Written data: architectural data form. <p>Documentation shall be completed by a qualified architectural historian and shall include large-format photography and historical documentation. These documents shall be provided to the Napa County Historical Society and to the Napa County Library, assuring that the public has access to the record of this historic resource.</p>	<p>Project Applicant shall implement mitigation measure as stated. County to approve qualified architectural historian and report submittal</p>	<p>Planning Dept.</p>	<p>Prior to issuance of demolition permits.</p>	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<u>CULT-1b</u> : An interpretive display featuring the shipyard’s history shall be incorporated into the project. This display shall be located in an area accessible to the public and shall provide information regarding the historical contributions of the Basalt Shipyard. The display will help to place the dry docks in context for the public.	Project Applicant shall implement mitigation measure as stated.	Planning Dept.	Prior to issuance of certificates of occupancy	
<u>CULT-2</u> : To prevent damage to previously identified archaeological resources, prior to any excavation on-site, an archaeologist shall review excavation plans in areas identified as archaeologically/geologically sensitive and shall develop a monitoring plan based on depth of the excavation and data from boring logs. The plan shall include observation of ground disturbing activities (such as grading, trenching and boring) to be focused in areas that are most likely to contain buried resources (see Figure 4.11-1 of 2009 DEIR). The archaeologist shall limit on-site monitoring to only areas where depth of excavation and information from boring logs suggests that sensitive resources may be encountered. In addition, project personnel shall be made aware of the types of materials that denote possible archaeological sites. If archaeological materials are discovered accidentally during the course of construction, all work within 50 feet of the find shall stop while an assessment of the find is made by an archaeologist who is called in. If needed, a treatment plan shall be developed that takes into account the nature and scope of the find. This could range in complexity from a relatively brief investigation of a scatter of lithic materials, to a far more extensive recovery of human remains.	Project Applicant shall implement mitigation measure as stated, and require adherence by contractors. County shall approve of retained archaeologist.	Planning Dept., Public Works Department	Plan to be approved by County prior to issuance of grading permits. Compliance with plan to be monitored during County inspections.	
<u>CULT-3</u> : If paleontological deposits are discovered, all work within 50 feet of the find shall stop until a geologist who is called in can determine its significance. Specific recommendations for the treatment of paleontological materials would depend on the nature of the discovery and could range from brief investigation of a limited deposit of invertebrate remains to more extensive exposure and removal of large vertebrate fossils.	Project Applicant shall implement mitigation measure as stated, and require adherence by contractors.	Planning Dept., Dept. of Public Works.	Compliance with mitigation measure to be monitored during County inspections.	
<u>CULT-4</u> : Project personnel shall be briefed in the proper procedures to follow in the event that human remains are encountered during construction and an archaeologist is not on-site. If human remains are discovered by an archaeologist or by project personnel, all work shall stop within 50 feet of the find and the Napa County Coroner shall be notified. If it is determined that the remains are those of a prehistoric Native American, the Coroner shall notify the Native American Heritage Commission, which will identify the Most Likely Descendent to provide tribal recommendations regarding the disposition of the remains. To the extent feasible and reasonable, recommendations of the Most Likely Descendent shall be implemented.	Project Applicant shall implement mitigation measure as stated, and require adherence by contractors.	Planning Dept., County Coroner.	Compliance with mitigation measure to be monitored during County inspections.	
PUBLIC SERVICES AND RECREATION				
<u>PS-1</u> : In order to ensure adequate law enforcement staff and equipment, the County shall prepare an updated fiscal analysis prior to or concurrent with the approval of design guidelines. If the updated analysis shows a shortfall in revenue on an interim or long-term basis, then:	Project Applicant and County implement mitigation measure as stated.	Planning Dept., Napa County Sheriff's Department.	If needed, financing mechanism in place prior to, or concurrent with,	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
<ol style="list-style-type: none"> 1. Prior to, or concurrent with, the approval of the design guidelines, the County and the applicant shall identify and implement a financing mechanism to supplement expected property tax, sales tax, and other sources of revenues to provide sufficient funding for ongoing costs associated with law enforcement services at the Napa Pipe site. The County shall also require the applicant to provide an adequate level of interim financing for law enforcement services between project approval and when funding becomes available from the financing mechanism, property taxes, sales taxes, and other sources of revenue. 2. Prior to initiation of construction, the County and Project Applicant shall consult with law enforcement personnel within the City of Napa as provided for by General Plan Policy SAF-34, and shall seek to renegotiate the terms of the automatic Mutual Aid Agreement between Napa City Police Department (NCPD) and Napa County Sheriffs' Department (NCSA) to address concerns of each agency regarding potential increases in service calls. 			approval of design guidelines. NCPD and NCSA negotiations re Mutual Aid Agreement to occur prior to initiation of construction.	
<p><u>PS-2:</u> In order to ensure adequate staff and equipment for fire services, the County shall prepare an updated fiscal analysis prior to or concurrent with approval of design guidelines. If the updated analysis shows a shortfall in revenue on an interim or long-term basis, then:</p> <ol style="list-style-type: none"> 1. The County and the applicant shall identify and implement a financing mechanism if necessary to supplement expected property tax, sales tax, and other sources of revenues to fund increased fire protection services provided at the Napa Pipe site. The County shall also require the applicant to provide an adequate level of interim financing for fire services between project approval and when funding becomes available from the financing mechanism, property taxes, sales taxes, and other sources of revenue. 2. The County shall seek to renegotiate the terms of the automatic Mutual Aid Agreement between NCFD and the City of Napa Fire Department to address concerns of each agency regarding increases in service calls. 	Project Applicant and County implement mitigation measure as stated.	Planning Dept., Napa County Fire Department.	If needed, financing mechanism in place prior to, or concurrent with, approval of design guidelines. NCFD and City of Napa Fire Department negotiations re Mutual Aid Agreement to occur prior to issuance of certificates of occupancy.	
<p><u>PS-4:</u> In order to ensure that adequate library services are provided, the County shall prepare an updated fiscal analysis prior to concurrent with approval of design guidelines. If the updated analysis shows a shortfall in revenue on an interim or long-term basis, then:</p> <ol style="list-style-type: none"> 1. The County and the applicant shall identify and implement a financing mechanism if necessary to supplement expected property tax, sales tax, and other sources of revenues to fund increased library services needed to serve Napa Pipe residents. The County shall also require the applicant to provide an adequate level of interim financing, if necessary, between project approval and when funding becomes available from the financing mechanism, property taxes, sales taxes, and other sources of revenue. 	County and Applicant shall implement mitigation measure as stated.	Planning Dept.	If needed, financing mechanism in place prior to, or concurrent with, approval of design guidelines.	

Mitigation Measures ¹	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action and Schedule	Monitoring Compliance Record (Name/Date)
UTILITIES				
<p><u>UTIL-1:</u> The project applicant shall pay connection fees and sewer service charges to the Napa Sanitation District (NSD) in compliance with the NSD's Sewer Use Ordinance in effect at the time the building permit is issued for each structure. Additionally, the project applicant shall be responsible for the costs associated with the planned improvements as described in the 2011 studies by NSD, or as may need to be revised based on the level of approved development. These studies determined the mid-range density alternative project impacts on the District's collection, treatment, and water recycling systems resulting from the additional flow and loading from the portion of the project that exceeds the current County General Plan and are included in FEIR Appendix N. All costs associated with the mitigations of these impacts must be paid for by the project applicant. Before the final map for the project is recorded, the applicant and NSD shall prepare and execute an agreement defining the design and construction schedule, scope and estimated cost of the planned improvements. The applicant shall make payment in a manner such that funds are provided to NSD when they are needed to implement the projects.</p>	<p>Project Applicant implements mitigation measures as stated.</p>	<p>Planning Dept.</p>	<p>Project Applicant provides proof to Planning Dept. of payment of fee at time of building permit issuance.</p>	
<p>UTIL-3: If the City of Napa agrees to provide potable water to the project, the applicant shall:</p> <ul style="list-style-type: none"> • fund an updated study by the City's Water Department (if needed) to confirm that the storage, treatment, and pumping facilities identified in 2008 are no longer needed and that construction of an expanded pipeline south of the site is the only infrastructure improvement required for service; • if it is determined that off-site infrastructure improvements are necessary, construct or fund construction to the City's specifications. 	<p>Project Applicant shall work with City of Napa to implement mitigation measure as stated.</p>	<p>Planning Dept.</p>	<p>Project Applicant shall conduct negotiations with City of Napa and determine water provision option prior to recordation of first final subdivision map.</p>	