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First Street Napa Phase II Project

Initial Study/Addendum to the Downtown Napa Specific Plan Environmental Impact Report (DNSP EIR) (State Clearinghouse No. 2010042043)

City of Napa, Napa County, California

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
AQMD	Air Quality Management District
APN	Assessor's Parcel Number
ARB	California Air Resources Board
ATCM	Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
C&D	construction and demolition
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CBC	California Building Standards Code
CC&R	Covenants, Conditions, and Restrictions
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	Community Noise Equivalent Level
CO_2	carbon dioxide
CR	Cultural Resources
CRHR	California Register of Historical Resources
dBA	A-weighted decibel
DCC	Downtown Commercial Core
DEM	Napa County Department of Environmental Management
DMU	Downtown Mixed-Use
DNSP	Downtown Napa Specific Plan
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control

du	dwelling units
du/acre	dwelling units per acre
EIR	Environmental Impact Report
ESA	Environmental Site Asse
EV	electric vehicle
FAR	floor area ratio
FEA	Flood Evacuation Area
FCS	FirstCarbon Solutions
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
GHG	greenhouse gas
HERS	Home Energy Rating System
HRA	Health Risk Assessment
HV	heating and ventilation
HVAC	heating, ventilation, and air conditioning
LEED®	Leadership in Energy and Environmental Design
LOS	Level of Service
MLD	Most Likely Descendant
MMRP	Mitigation and Monitoring Program
mph	miles per hour
NapaSan	Napa Sanitation District
NAHC	Native American Heritage Commission
ND	negative declaration
NFD	Napa Fire Department
NOI	Notice of Intent
NPD	Napa Police Department
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NRWS	Napa Recycling and Waste Services
NVUSD	Napa Valley Unified School District
NWIC	Northwest Information Center
PD	Planned Development
PG&E	Pacific Gas and Electric Company
PRC	Public Resources Code

RPS	Renewable Portfolio Standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SFL	Sacred Lands file
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
State Water Board	California State Water Resources Control Board
SVP	Society of Vertebrate Paleontology
TAC	toxic air contaminant
T-BACT	Toxics Best Available Control Technology
TCM	Transportation Control Measures
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
USFWS	United States fish and Wildlife Service
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
ZEV	Zero-Emission Vehicle

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1 - INTRODUCTION

1.1 - Overview

This Addendum is being prepared for the proposed First Street Napa Phase II Project (proposed Project), which is located within the City of Napa's (City's) Downtown Napa Specific Plan (DNSP) boundaries. As described in more detail in Section 2, the proposed Project includes minor changes to the development program adopted in the DNSP and evaluated in the certified DNSP Environmental Impact Report (DNSP EIR) (State Clearinghouse No. 2010042043). The proposed City actions include the adoption of a Planned Development (PD) Overlay with project-specific Design Guidelines, Specific Plan Map and Zoning Map Amendment, a Development Agreement, and a Tentative Parcel Map for condominium purposes. Subsequent project approvals would include, but not be limited to, Major Design Review.

If approved, the proposed project would permit the development of a maximum of (1) 78 units of for-sale, market-rate, branded residential multi-family housing units in a 6-story (approximately 75 feet in height with rooftop features, with an additional approximate 12 feet of Roof Top Activation plus 7 feet for equipment including MEP and Elevator Overruns) building, (2) a 6-story (approximately 75 feet in height with rooftop features, with an additional approximate 12 feet of Roof Top Activation plus 7 feet for equipment including MEP and Elevator Overruns) upper upscale hotel with a maximum of 161 rooms with ancillary retail and related amenities, and (3) up to 30,000 square feet of ground floor and second floor retail.

The proposed Project would be developed on seven existing parcels totaling approximately 2.82 acres, as well as a 1-acre Public Realm Parcel, described below. The largest portion includes the now closed Kohl's department store and other users located at 1106, 1116, and 1118 First Street, in the City of Napa, in Napa County (County), California, designated as Assessor's Parcel Numbers (APNs): 003-166-010, 003-166-013, 003-116-015, and 003-166-016 (**CS Parcels**). The Project site also consists of the approximately 0.7-acre property and the surface parking lot located at 1151 Pearl Street, designated as APNs 003-166-008 and 003-166-011 (**Parking Lot Parcels**) and the approximately 0.18-acre property on First Street adjacent to the CS Parcels known as the Dwight Murray Plaza, designated as APN 003-166-017 (**Dwight Murray Parcel**). The **Dwight Murray Parcel**, the **Parking Lot Parcels**, and the **CS Parcels** are referred to herein collectively as the "Project site." Unless specifically stated, this analysis evaluates the entire Project site. The Tentative Parcel Map would configure the 7 parcels into 5 parcels with a condominium map.

Additionally, the proposed Project includes various improvements to the Public Realm that would occur on APN 003-167-020 (**Public Realm Parcel)**, as well as a portion of the Project site described in Section 2.3.2 below. Table 1 provides a detailed breakdown of each parcel and its acreage.

Table 1: Proposed Project Parcels

APN(s)	Name	Location	Acreage
003-166-010, 003-166-013, 003-116-015, and 003-166-016	CS Parcels	Project Site	1.94
003-166-008 and 003-166-011	Parking Lot Parcels	Project Site	0.70
003-166-017	Dwight Murray Parcel	Project Site	0.18
		Subtotal (Project Site)	**2.82**
003-167-020	Public Realm Parcel	Public Realm	1.00
		Total Acreage (Project Site and Public Realm)	**3.82**

Notes:
APN = Assessor's Parcel Number
Source: RIOS. 10SB. May 2025.

The proposed Project is fully described in Section 2 of this Initial Study/Addendum.

This Initial Study/Addendum and attached supporting documents have been prepared to determine whether and to what extent the proposed Project is within the scope of the DNSP EIR prepared for the City of Napa (certified by the Napa City Council in Resolution R2012 54, adopted on May 1, 2012). The DNSP program was reinforced through the certification of the General Plan Final Environmental Impact Report (FEIR), which acknowledges the DNSP FEIR and supports the goals of the Specific Plan, including the land uses and development potential programmed for the Specific Plan buildout.[1] This Initial Study/Addendum evaluates whether there are Project-specific significant effects peculiar to the proposed Project or the site and whether additional documentation is required under the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] § 21000, *et seq.*) or its implementing regulations (Title 14, Division 6, Chapter 3 of The California Code of Regulations [CEQA Guidelines] § 15000, *et seq.*).

1.1.1 - CEQA Approach, Streamlining, and Exemption Applicability

It is the policy of the State of California that environmental review under CEQA be completed efficiently and expeditiously so that the limited resources of State and local agencies can be devoted to environmental mitigation rather than duplicative administrative processes (PRC § 21003(f)). To that end, CEQA contains several streamlining provisions intended to reduce duplication and promote efficiency in the environmental review process. (See, e.g., PRC §§ 21083.3, 21156; CEQA Guidelines §§ 15168, 15183). In addition, and to further avoid and discourage the duplicative and wasteful use of scarce resources, the legislature has determined, by statute or regulation, and as a matter of law, that various types of projects are exempt from environmental review under CEQA (CEQA Guidelines §§ 15260-15333).

[1] City of Napa. 2012. Downtown Napa Specific Plan Program Environmental Impact Report (DNSP EIR). March.

In practice, the various types of exemptions and streamlining mechanisms often overlap with respect to their application to certain types of projects, such that a single project may qualify or be eligible for more than one exemption or for different types of streamlined environmental review. This is often the case when a site-specific development project is within a formally adopted land use or development plan or program that was the subject of a previously certified environmental impact report. This is the case with the proposed Project.

As explained above, the proposed Project is within the boundaries of the Downtown Napa Specific Plan, and the City's implementation of the DNSP was subject to environmental review in the certified DNSP EIR. The DNSP EIR was a "program" EIR prepared pursuant to CEQA Guidelines Section 15168, and it anticipated and evaluated development of the Project site as part of the overall development of the Downtown area. As a result, under Section 15168(c), the proposed Project "must be examined in light of the program EIR to determine whether an additional environmental document must be prepared." To perform the required examination, the City prepared this comprehensive Initial Study, evaluating all of the potential environmental effects from the proposed Project to determine whether it would have any effects that were not identified and adequately addressed in the DNSP EIR. The City's process for complying with Section 15168 is described in greater detail in Section 1.3.1 below.

In addition to the streamlined environmental review process provided by Section 15168, the proposed Project would also be eligible for a more limited form of environmental review under CEQA Guidelines Section 15183 as a project that is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified. Although both CEQA Sections 15168 and 15183 apply to the proposed project, this analysis focuses on Section 15168.

Moreover, and in addition to the streamlining processes afforded by Sections 15168 and 15183, the City reviewed the applications to determine whether the proposed Project might be exempt from any further CEQA review under any available statutory or categorical exemptions. Based on that review and on the analyses in this Initial Study/Addendum, and as explained in detail in Section 5, the City has determined that (a) the proposed Project is an "infill development project" that is exempt from any additional environmental review under Section 15332 of the CEQA Guidelines, and (b) the proposed Project could qualify for CEQA's common sense exemption under Section 15061(b)(3) of the CEQA Guidelines.

Based on the analyses and conclusions in this Initial Study/Addendum, the City has determined that, to the extent that the proposed Project is not exempt from further environmental review, this Initial Study/Addendum to the DNSP EIR constitutes full compliance with CEQA's environmental review requirements because, among other things, environmental impacts from development of the Project site were fully evaluated in the DNSP EIR; the Project site is located within the DNSP Town Center Focus Area, which addressed development within the Planning Area through 2035 and established policies, programs, and guidelines set forth in the DNSP, including the DNSP development standards that shape the form and character of development within Downtown by promoting coordinated and cohesive site planning and design; and the DNSP program EIR evaluated the environmental impacts

of the DNSP buildout, including the Town Center Focus Area Focus Area, which was specifically intended to be used for approval of subsequent development applications.

1.2 - Agency Role

City of Napa–Lead Agency: By virtue of the proposed Project being located in the DNSP Planning Area and within the city limits, the City of Napa is the agency with principal authority for carrying out and approving the proposed Project. In accordance with its role as the Lead Agency, the City of Napa was responsible for preparation and certification of the DNSP EIR.

1.3 - Purpose and Background

When an EIR has been certified for a project, additional environmental review is only appropriate in limited circumstances. CEQA Guidelines § 15162. As explained above, CEQA also contains several streamlining provisions intended to reduce duplication. This document utilizes the process described in Section 15168 of the CEQA Guidelines for review of projects that may be within the scope of a development program that was the subject of a certified program EIR.

1.3.1 - Addendum to a Certified Program EIR

When a program EIR is used to support approval of later activities that are within the program, the agency must examine those activities as they come up for approval to determine whether additional environmental review is required. If it determines that the activity's environmental effects were examined in the program EIR and that a subsequent EIR would not be required, the agency may approve the activity as being within the scope of the project covered by the program EIR, and no additional environmental documentation is required (CEQA Guidelines §15168(c)(1)–(2), (c)(5), (e)). If some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental EIR or negative declaration (ND) have occurred, CEQA states that "the lead agency . . . shall prepare an addendum" to the certified EIR. This mandatory provision establishes that an addendum is the appropriate CEQA document where it is determined that none of the conditions described in Section 15162 have occurred.

As activities within the program are approved, the agency must incorporate, if feasible, the mitigation measures and alternatives developed in the program EIR in its action approving the activity (CEQA Guidelines §15168(c)(3)).

The DNSP EIR was a program EIR, which is defined by CEQA Guidelines Section 15168 as follows:

a) **General.** A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
   1) Geographically,
   2) As logical parts in the chain of contemplated actions,

3) In connection with issues of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Pursuant to CEQA Guidelines Section 15168(c), program EIRs may be used for subsequent activities contemplated in the program EIR. CEQA Guidelines Section 15168(c) states:

c) **Use with Later Activities.** Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.
   1) If a later activity would have effects that were not examined in the program EIR, a new study would need to be prepared leading to either an EIR or a negative declaration.
   2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
   3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
   4) Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.
   5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

The DNSP EIR describes the future use of the EIR for subsequent activities, implementation, and development:

> This EIR may be used for the following direct and indirect actions within the Planning Area:[2]

[2] "Planning Area" is defined as the Specific Plan Planning Area, which encompasses Downtown Napa, bounded on the east by the eastern bank of the Napa River, on the south by Division and Third streets, and on the west by Jefferson Street. The northern boundary generally follows the edge of the "Downtown Commercial" zoning area boundary adjacent to northern residential neighborhoods along Polk and Caymus streets west of Soscol Avenue. The Planning Area boundaries extend east to include the Oxbow Market and former Copia area east of Soscol Avenue. The Planning Area encompasses approximately 210 acres. DNSP Draft EIR at 3-2. These boundaries were later amended in October 2022 by the City of Napa 2040 General Plan, but that expansion does not impact the proposed Project.

City of Napa

The Downtown Specific Plan will be presented to the City of Napa Planning Commission for comment, review and recommendations. The City of Napa City Council, as the City's legislative body, is the approving authority for the Specific Plan. As part of the Plan's approval, the City Council would take the following actions:

- Certify of the Downtown Napa Specific Plan Program EIR.
- Adopt required findings for the above actions, including required findings under the CEQA Guidelines, Sections 15090, 15091, and 15093.
- Adopt the Downtown Napa Specific Plan.
- Adopt a Mitigation Monitoring and Reporting Program (MMRP).

Subsequent actions that may be taken by the City Council regarding the DNSP project include, but are not limited to, the following:

- Amendment of the City of Napa General Plan and Land Use Designation Map.
- Amendment of the City of Napa Municipal Code and Zoning Maps so that the City zoning maps and the Specific Plan land use policy map are consistent.
- Implementation of financing programs or fee programs for public facilities.
- Approval of subsequent development applications.
- Approval of subsequent public facility and roadway improvement projects. (DNSP Draft EIR at 3-17, 18).

The City of Napa, in an EIR to evaluate the impacts of the 2040 General Plan Update, certified on October 4, 2022 (State Clearinghouse Number 2021010255) the "General Plan EIR," which also evaluated the City of Napa DNSP. Through the General Plan Update process, the City confirmed the DNSP's goal to revitalize Downtown Napa into a vibrant place where residents and visitors alike come together to work, live, play, and actively engage in the community. The General Plan EIR evaluated the 2040 General Plan Update policies promoting, supporting, and facilitating further development in Downtown Napa in furtherance of the DNSP and recognized that the DNSP provides the guiding framework for realizing the vision of a vibrant, healthy, and balanced pedestrian-oriented City Center. The General Plan EIR recognized and evaluated that implementation of the General Plan could result in a net new development of up to 7,800 residential units, 817,000 square feet of office use, 631,000 square feet of retail use, and 1,799,000 square feet of industrial use, including development within the DNSP area. The General Plan EIR recognized in the General Plan Update that the DNSP includes allowable land uses, overlay districts, development standards, development incentives, design guidelines, circulation patterns, a parking strategy, and required utility improvements, and that the greatest residential and commercial densities are allowed in the heart of Downtown. This includes the Project site. The 2040 General Plan Update did not alter the analysis of environmental impacts on the Project site contained in the DNSP EIR.

The analysis and conclusions contained herein constitute the appropriate level of environmental review for the proposed Project in accordance with CEQA Guidelines Section 15168. CEQA Guidelines Section 15168 relies upon the approach set forth in CEQA Guidelines Section 15162 to determine whether development proposals are within the scope of the project covered by a program EIR. This approach is consistent with the fact that there have been at least three previous hotel project approvals within the DNSP area, all relying upon addendums to the DNSP FEIR:

- The Archer Hotel: Use Permit and Design Review approvals for 183 hotel rooms and 27,000+/- square feet of commercial/restaurant/bar space
- First and Oxbow Hotel: Use Permit and Design Review approvals for 123 hotel rooms
- Franklin Station: General Plan Amendment, Specific Plan Amendment, Certificate of Appropriateness, Development Agreement, and Planned Development and Design Guidelines approved for 163 hotel rooms and construction of an automated parking structure to accommodate parking for the hotel and public use.

Each of the projects listed above was approved by the City Council, which found each to be within the development capacities established by the DNSP FEIR and which determined that no new impacts would be created that were not already anticipated by the DNSP FEIR.

CEQA Guidelines Section 15162 provides the following guidance on determining when a subsequent EIR shall be prepared:

a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
    1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
    2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects of a substantial increase in the severity of previously identified significant effects; or
    3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
        A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
        B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If a proposed project is consistent with the development anticipated in the certified program EIR, no further environmental documentation is required. If some changes or additions are necessary but none of the conditions described above in CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental EIR or ND have occurred, then CEQA mandates the preparation of an addendum (CEQA Guidelines Section 15164).

An Addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines § 15164, subd. (c)). The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the subject project (CEQA Guidelines § 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent or supplemental EIR or ND pursuant to Section 15162 (CEQA Guidelines § 15164, subd. (e)), which should be included in the Addendum, the project findings, or elsewhere in the record and must be supported by substantial evidence.

As will be discussed in greater detail in Section 4, acknowledging that the development projections for the DNSP as contained in the DNSP EIR were included with the certification of the 2040 General Plan Update FEIR, the site-specific details and operations of the proposed Project do not alter any of the previous conclusions contained in the DNSP EIR, and the proposed would not result in any new significant effects that were not discussed in the DNSP EIR, or substantially increase the severity of any significant effects that were identified in the DNSP EIR. Therefore, no new environmental document is required under CEQA Guideline Section 15168. This Initial Study/Addendum has been prepared pursuant to CEQA Guideline Sections 15168 and 15164 to document the evaluation of the proposed Project's site-specific operations and impacts and describe how the City determined the environmental effects of the proposed Project were covered in the DNSP EIR.

1.4 - Background Discussion

On January 27, 2012, the City of Napa (Lead Agency) released for public review a Draft Environmental Impact Report (Draft EIR) for the City's DNSP (State Clearinghouse No. 2010042043). The minimum 45-day public review and comment period on the Draft EIR began on January 27, 2012, and closed on March 12, 2012. The Napa City Council certified the DNSP EIR and approved the Specific Plan on May 1, 2012. (Herein, the Certified Final EIR, Draft EIR, and all technical appendices and documents incorporated therein are referred to collectively as the DNSP EIR). On October 4, 2022, the City of Napa certified the 2040 General Plan Update EIR (State Clearinghouse

Number 2021010255), which evaluated the impacts of the 2040 General Plan and included the development anticipated and evaluated in the DNSP and DNSP EIR.

The DNSP EIR is an informational document that informed the general public, the local community, responsible and interested public agencies, the decision-making body and other organizations, and interested persons of the scope of the DNSP, its potential environmental effects, possible measures to reduce potentially significant environmental impacts, and alternatives that could reduce or avoid the significant effects. The alternatives to the DNSP that were analyzed, with the exception of the mandatory No Project Alternative, were selected due to their potential to achieve basic project objectives and to lessen or avoid significant environmental effects of the project discussed in the DNSP EIR.

The DNSP EIR evaluated the potential environmental effects associated with development in the Planning Area (Exhibit 1) consistent with the adoption and implementation of the DNSP, based on the information available to the City at that time. This Initial Study/Addendum provides a description of the DNSP EIR analysis as well as a site-specific description of the proposed Project. Consistent with CEQA Guidelines Section 15168 and the DNSP EIR, this Initial Study/Addendum is being used for the environmental analysis of the proposed Project, a subsequent development application that is a direct action within the Planning Area.

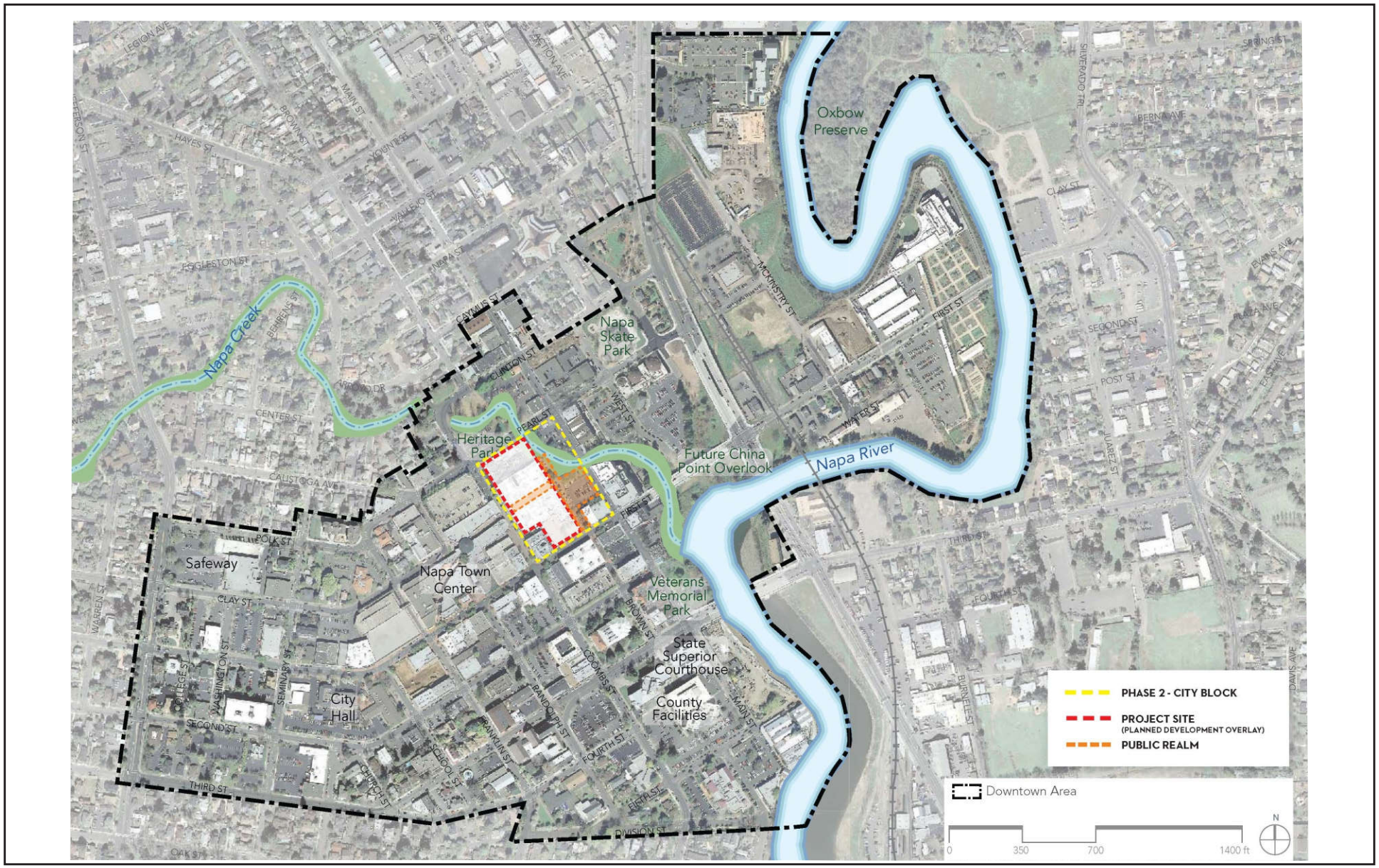
Consistent with CEQA, this Initial Study/Addendum evaluates whether any of the circumstances requiring additional environmental review under CEQA Guidelines Section 15162 are present and documents the City's evaluation of the proposed Project to describe how the City determined that the proposed Project is within the scope of the development program described in the DNSP and evaluated in the DNSP EIR and would not result in any new environmental effects not identified and addressed in the DNSP EIR or substantially increase the severity of any effects identified in the DNSP EIR.

Each topical section of the DNSP EIR was reviewed and analyzed pursuant to CEQA Guidelines Section 15162 to determine whether any of the conditions calling for the preparation of a subsequent EIR have occurred, including if any changes related to the proposed Project would result in new, significant environmental effects or more severe environmental impacts than those previously analyzed and disclosed in the DNSP EIR. The DNSP EIR evaluated the potential environmental impacts that could result from development under DNSP, and in particular, it focused on potentially significant impacts, mitigation measures, and alternatives intended to mitigate or avoid the potentially significant impacts arising from the implementation of the DNSP.

The DNSP addressed development within the Planning Area through 2035. The DNSP EIR evaluated potential development and improvements on approximately 210 acres of land in Downtown and concluded that because the Planning Area includes only infill sites on land within an urban area surrounded by similar or compatible uses, it would not commit future generations to a significant change in land use.

In accordance with CEQA, the DNSP EIR contained a description of the DNSP, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to

be significant, as well as an analysis of project alternatives. For purposes of its environmental analysis, the DNSP EIR used certain assumptions about how development would proceed under the DNSP in each use category (i.e., assumptions about the number of residential units and hotel rooms, and the square footage of office and retail space) that might be constructed in the DNSP area through 2035. Based on these assumptions, the DNSP EIR determined, for each potential environmental impact, the level of significance of that impact from full buildout of the DNSP in all four use categories.



Source: City of Napa. RIOS. 10SB. March 2025.

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Exhibit 1
Downtown Napa Specific Plan Planning Area

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The DNSP itself, however, does not impose numerical limits on any of these uses, and actual development in the DNSP area has not conformed to the DNSP EIR assumptions in each category. In most categories (i.e., residential units, office space, and retail space), actual development has lagged far behind the assumptions used in the DNSP EIR, and in one case (hotel rooms), actual development has exceeded the assumption used in the DNSP EIR. (See Appendix B for an analysis of the DNSP's approved development capacity as compared to actual development). Because CEQA concerns itself with the environmental effects from proposed development, without regard to the types of uses that are proposed, this Initial Study/Addendum evaluates whether or not the potentially significant environmental effects from the proposed Project are within the scope of the significant effects from full buildout of all the uses permitted under the DNSP, given that actual development in the DNSP area is well below the assumptions used in the DNSP EIR in three of the four use categories.

The DNSP EIR also assessed whether any significant and unavoidable impacts would occur if the DNSP buildout reached or exceeded defined thresholds of significance and no feasible mitigation measures are available to reduce the significant impact to a less than significant level. The DNSP EIR revealed that the DNSP would result in the following significant and unavoidable environmental effects:

Impact 4.B-1 Development facilitated by the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources.

Impact 4.B-4 Growth from development facilitated by the Specific Plan would be fundamentally inconsistent with the growth assumptions of the *Bay Area 2010 Clean Air Plan*.

Impact 4.B-5 Development facilitated by the Specific Plan would generate greenhouse gas (GHG) emissions that may have a significant effect on the environment.

Impact 4.B-6 The Specific Plan could potentially conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs.

Impact 4.L-1 Traffic generated by development facilitated by the Specific Plan would affect levels of service at study intersections under Existing Plus Project conditions.

- SR-29 Northbound off-ramp/First Street

Impact 4.L-2 Traffic generated by development facilitated by the Specific Plan would affect levels of service at study intersections under Cumulative plus Project conditions.

- Silverado Trail/Third Street/East Avenue/Coombsville Road
- SR-29 Northbound off-ramp/First Street

The DNSP EIR evaluated potential environmental impacts from the incremental effect of development to determine what impacts would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, when such impacts can result from a combination of the proposed project together with other projects causing related impacts. Cumulative impacts that could occur as a result of the DNSP were discussed in the DNSP EIR, which concluded that implementation of the DNSP would result in significant cumulative impacts as follows:

Impact 4.B-4 Growth from development facilitated by the Specific Plan would be fundamentally inconsistent with the growth assumptions of the *Bay Area 2010 Clean Air Plan*.

Impact 4.B-5 Development facilitated by the Specific Plan would generate greenhouse gas (GHG) emissions that may have a significant effect on the environment.

Impact 4.B-6 The Specific Plan could potentially conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs.

Impact 4.L-2 Traffic generated by development facilitated by the Specific Plan would affect levels of service at study intersections under Cumulative plus Project conditions.

- Silverado Trail/Third Street/East Avenue/Coombsville Road
- SR-29 Northbound off-ramp/First Street

With certain impacts determined to be significant and unavoidable, the Council adopted on May 1, 2012, "Findings of Fact and Statements of Overriding Considerations," identifying numerous beneficial attributes of the overall DNSP project. When such a determination is made in a certified EIR, CEQA provides that the City Council may balance the economic, legal, social, technological, or other benefits of the proposed Project against its unavoidable environmental impacts when determining whether to approve the DNSP. In the case of the DNSP the City Council found that the benefits of the DNSP outweighed the significant unavoidable impacts because the DNSP will provide economic, social and community benefits to the community through its comprehensive land use strategy, design guidelines, historic design guidelines, circulation improvements, sustainability measures, and visioning for future development in Downtown.

1.5 - Summary of Results

As demonstrated in Section 4 Environmental Checklist, the proposed Project is within the scope of the overall development program that was the subject of the DNSP EIR. This determination supports a finding that no additional environmental review is required for the proposed Project under Public Resources Code Section 21166 or CEQA Guidelines Sections 15162 or 15168. Section 4 also supports the City's determinations that (a) the proposed Project is an "infill development" project under CEQA Guidelines Section 15332, and (b) qualifies for the common sense exemption under

CEQA Guidelines Section 15051(b)(3), and for both of these reasons, the proposed Project is exempt from additional environmental review.

1.6 - Format of Initial Study/Addendum

The DNSP EIR provides program-level environmental information to support subsequent review of entitlement actions and development proposals. This Initial Study/Addendum provides additional clarification and information about potential impacts that could result from the approval of the proposed Project. This Initial Study/Addendum also provides a brief summary of the impact analysis found in the DNSP EIR and should be read together with the full text of the DNSP EIR.

The DNSP EIR is available at: City of Napa
1600 First Street
Napa, CA 94559

The contents of this Initial Study/Addendum are:

- Section 1, Introduction, describes the CEQA process and the organization of this Initial Study/Addendum.
- Section 2, Project Description, describes the proposed Project in the context of the DNSP, the Project location, site-specific operations, and key characteristics of the proposed Project.
- Section 3, CEQA Guidelines Section 15168: Projects Consistent with Prior Environmental Documentation.
- Section 4, Environmental Checklist: Setting, Impacts, and Mitigation Measures, contains a discussion of the setting and the environmental impacts that could result from the proposed Project relative to the impacts analyzed in the DNSP EIR. The section also identifies the applicable mitigation measures from the DNSP EIR that would reduce or eliminate these adverse impacts.
- Section 5, Other CEQA Considerations, identifies other statutes with regard to CEQA the proposed Project may also qualify for.
- Section 6, List of Preparers, contains a list of people who prepared the proposed document and associated technical studies.

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2 - PROJECT DESCRIPTION

2.1 - Downtown Napa Specific Plan

The 2012 DNSP recognized that Downtown is a historic, pedestrian-oriented district within which opportunities exist for future public and private development, including reuse of existing historic buildings, redevelopment of existing parcels, and new infill development. Future development was and is anticipated to include residential, retail, office, hotel, and flex space that may be used for residential, retail, or office use. The DNSP provides a blueprint for guiding future development and investment within Napa's historic Downtown to support the community's vision for an attractive, vibrant and pedestrian-oriented City Center. The Plan outlines future land use, development standards, and multimodal circulation within Downtown and provides an implementation action plan to achieve its key objectives.

The DNSP Planning Area encompasses approximately 210 acres and is bounded on the east by the eastern bank of the Napa River, on the south by Division Street and Third Street, and on the west by Jefferson Street; refer to Exhibit 1. The northern boundary generally follows the edge of the residential neighborhoods along Polk Street and Caymus Street west of Soscol Avenue, while the eastern boundary extends east to include the Oxbow Market and the former Copia area east of Soscol Avenue. It should be noted that, upon adoption, the General Plan modified the original DNSP boundary to include properties east of the River to Silverado Trail, extending south to Third Street (see Exhibit 1). The land use designations did not change for these additional properties and their buildout is accommodated by the General Plan and GP EIR.

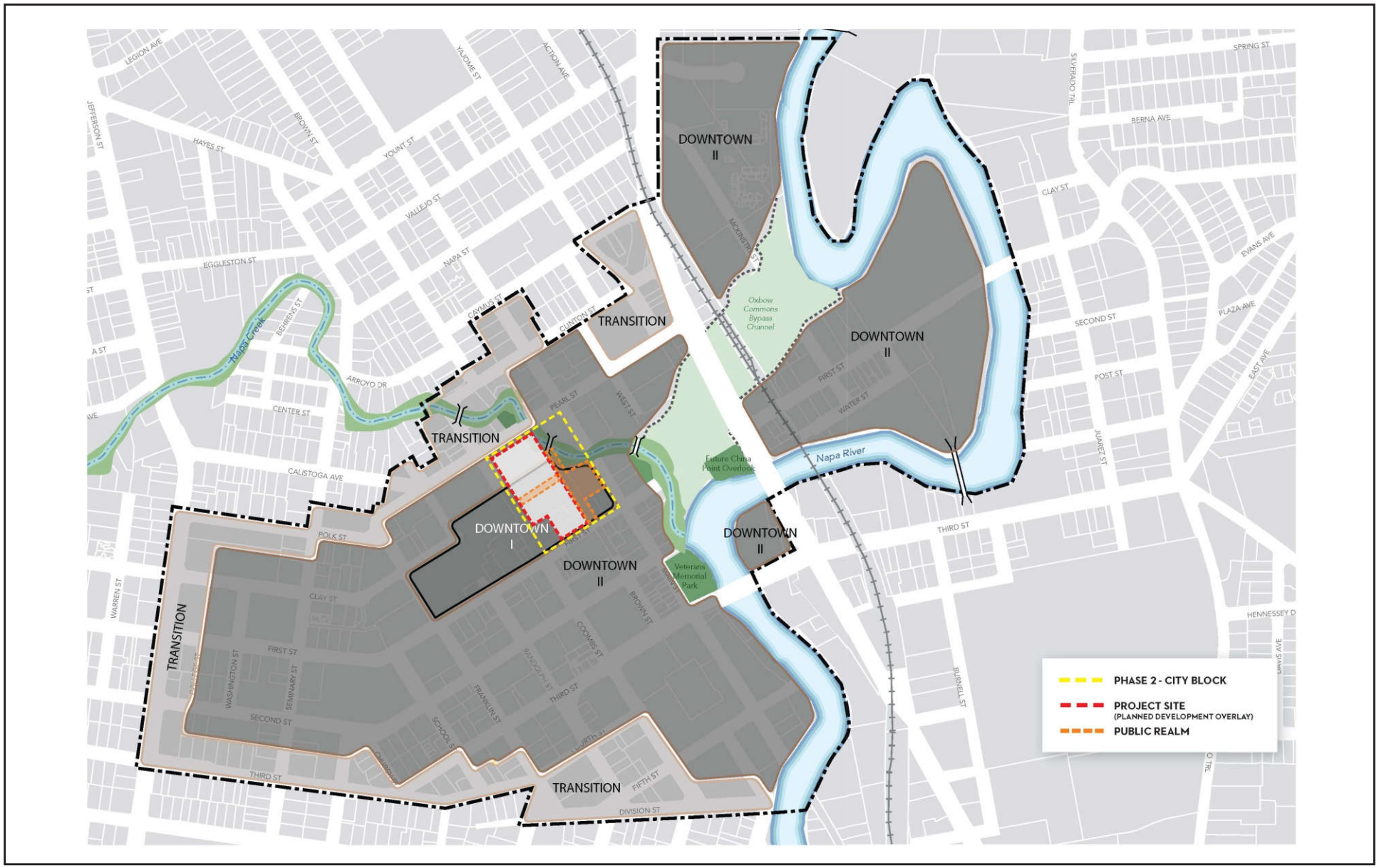
The DNSP Planning Area includes a diverse mix of land uses, including residential, lodging, retail, restaurant, office, and civic uses. Most of the Downtown core west of Soscol Avenue is a diverse mix of commercial uses ranging from small, local shops and restaurants to larger-format retail. Office uses are spread throughout Downtown, although several historic residential structures have been converted to office uses south of the commercial core. The DNSP also contains several public facilities, including City and County administrative offices, the County Courthouse, The City of Napa Police Station, City Fire Station No.1, and the Napa Library. There are various housing units within the Planning Area, consisting primarily of single-family houses, condominiums, and apartments. Residential neighborhoods are adjacent to Downtown on the south, north, east, and west.

New development projects are required to conform to the policies, programs, and guidelines set forth in the DNSP, including the DNSP development standards that shape the form and character of development within Downtown by promoting coordinated and cohesive site planning and design.

There are three Building Form Zones in the Planning Area shown in Exhibit 2:

- **Downtown I Zone** would allow the most intensive development at the very center of Downtown, north of First Street and running from the intersection of First Street and Main Street west to School Street.
- **Downtown II Zone** encompasses most of Downtown except for the core and edges and all of the land east of Soscol Drive. The zone would allow medium- to high-density development designed to support uses located in the heart of Downtown.
- **Transition Zone** encompasses blocks or half-blocks between the Downtown core and the sensitive lower-scale residential neighborhoods surrounding Downtown. Generally, the southern and western blocks are characterized by the Downtown Neighborhood land use district, while the northern blocks are characterized by Mixed-Use and Downtown Core Commercial land use districts.

Six land use designations were established with the adoption of the DNSP, as shown in Exhibit 3. As shown, the majority of the Project site is designated Downtown Core Commercial, while a smaller portion is designated Downtown Mixed-Use.

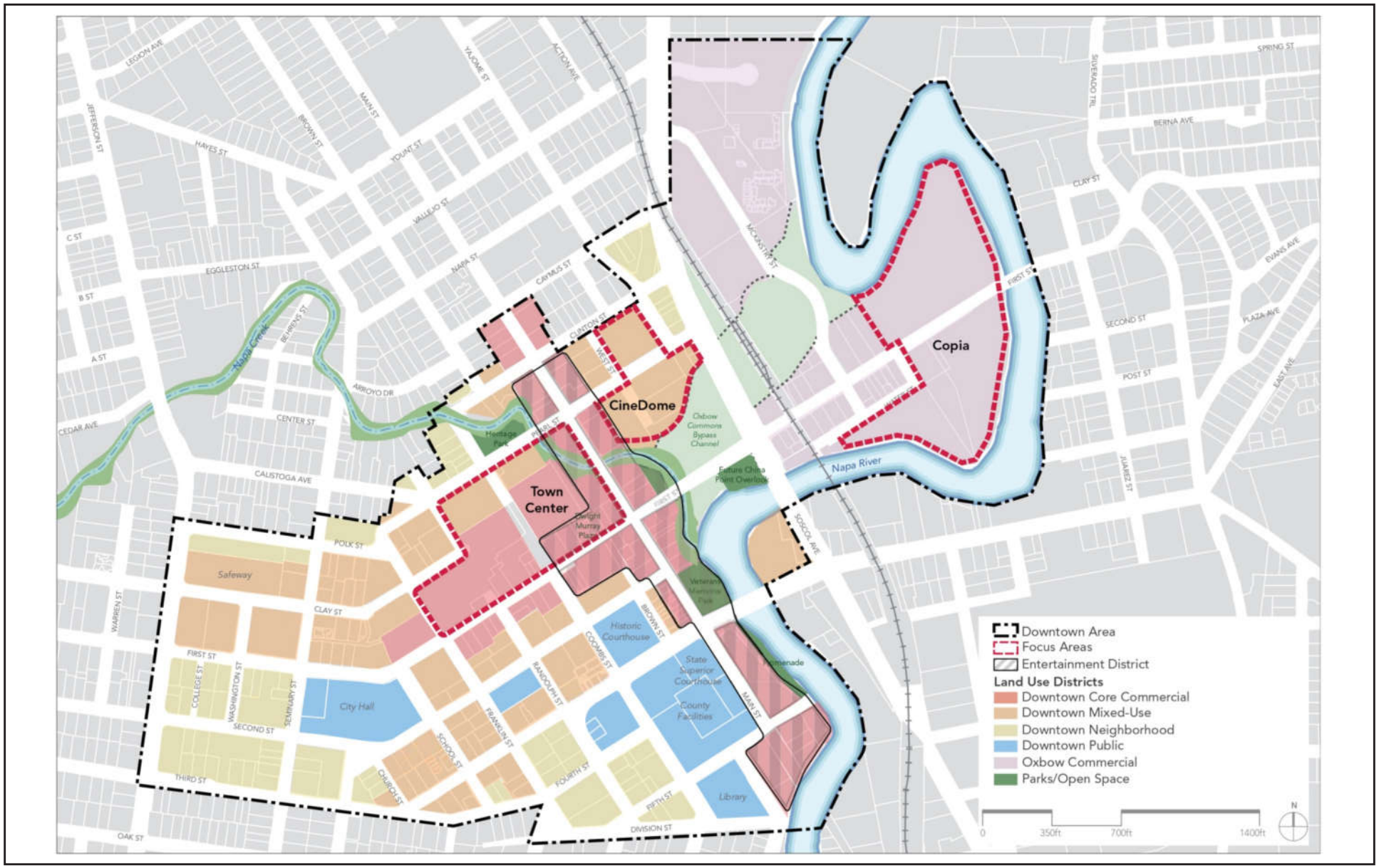


Source: City of Napa. RIOS. 10SB. March 2025.

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Exhibit 2
Building Form Zones

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Source: City of Napa. RIOS. 10SB. March 2025.

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Exhibit 3
Focus Areas and Existing Land Use and Zoning

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2.1.1 - Town Center Focus Area

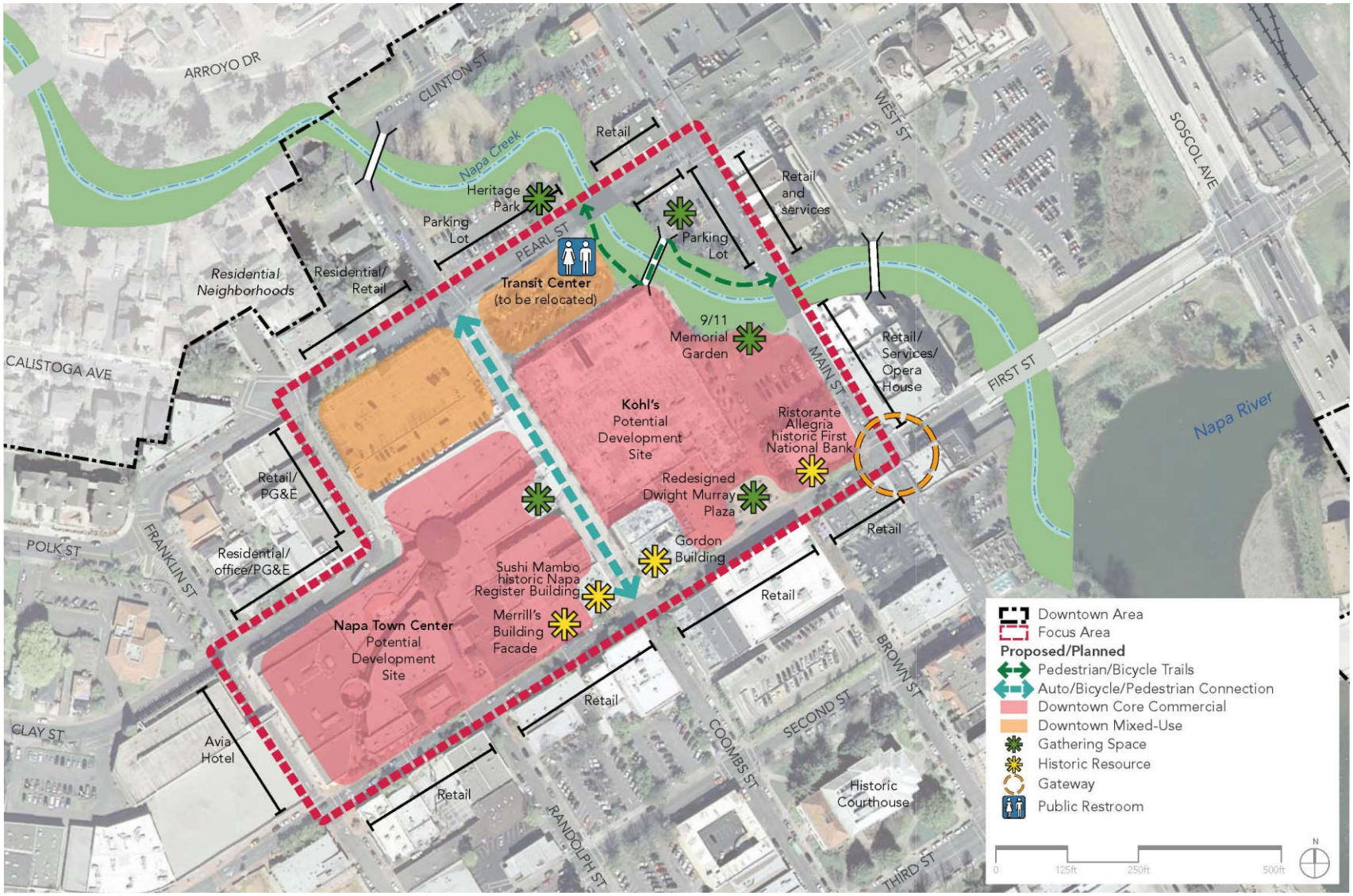
The DNSP Planning Area includes three Focus Areas: Town Center, CineDome, and Copia (Exhibit 3). These focus areas are geographic areas which, due to their strategic locations and existing mix and intensity of land uses, offer catalytic development opportunities. The Project site is located within the Town Center Focus Area (Exhibit 4).

The Town Center Focus Area is located near the center of Downtown on First Street between Main and Franklin streets. It is the commercial center of the City, and the majority of the Town Center Focus Area is composed of the Napa Town Center and now vacant Kohl's development. The Town Center Focus Area is approximately 14 acres, including all surrounding streets and a portion of Napa Creek.

The following are specific objectives guiding future redevelopment of the Town Center Focus Area contained within the DNSP:

- Establish a gateway at Main and First streets.
- Respect the scale and patterns of historic buildings by transitioning taller building heights on the west and north ends to lower heights on the east and south ends.
- Improve pedestrian, bicycle, and auto circulation through the design of streets, pathways, and passageways.
- Promote mixed-use development throughout the area, with retail emphasis on ground floors to activate building edges and housing and/or office above. This site represents the best opportunity for density and height in Downtown.
- Encourage gathering places such as plazas and outdoor seating areas in public spaces as well as private development projects.
- Emphasize Napa Creek as an amenity by orienting development toward it and establishing greenways along its edge.
- Reactivate Brown Street as public space that supports pedestrian and bicycle activity.
- Redesign Coombs Street Plaza to allow for future two-way vehicular circulation and allow for a safe "shared street" environment for vehicles, bicycles, and pedestrians. Variations in paving design can designate areas where vehicles may pass through and operable bollards or gates can allow the plaza to be closed to vehicles for special events.
- Redesign and reactivate the Dwight Murray Plaza with an open and inviting "town square" quality. Remove obstructions to open up visibility of storefronts. Regrade the plaza and integrate landscaping to create a garden setting.
- Provide space for a 9/11 memorial.

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Source: City of Napa. RIOS. 10SB. March 2025.

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Exhibit 4
Town Center Focus Area

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2.2 - Location and Setting

2.2.1 - Location

The approximately 2.82-acre Project site is located in the City of Napa, in Napa County, California. The City is located in the southern portion of Napa County and is between the City of Yountville to the north and the City of American Canyon to the south. There are foothills and agricultural lands to the east and west of the City. The foothills of the Mayacamas Mountains are to the west, and the foothills of the Vaca Mountains are to the east. The Project site is located on the *Napa, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map.

Regional access to the City is provided by State Route (SR) 121 and SR-29. Local access to the Project site would be provided via First Street, Main Street, Pearl Street, and Coombs Street.

The project site encompasses seven parcels, located generally between First Street and Pearl Street and between Coombs Street and the Napa River. The corresponding APNs include the following: **Parking Lot Parcel** (APNs: 003-166-011 and 003-166-08), **Coombs Street LLC (CS) Parcels** (APNs: 003-166-010, 003-116-015, 003-166-016, and 003-166-016), and **Dwight Murray Parcel** (003-166-017) (Exhibit 5). Additionally, the proposed Project includes various improvements to the Public Realm that would take place on APN 003-167-020, which is considered an off-site improvement area (**Public Realm Parcel**).

2.2.2 - Environmental Setting

Existing Land Use Activities

Project Site

The Project site currently contains a vacant department store (recently closed Kohl's), two restaurants, the recently closed Jax White Mule Diner, the Dwight Murray Plaza, which offers a gathering area for visitors with various seating options, and a shared parking lot consisting of approximately 50 parking spaces.

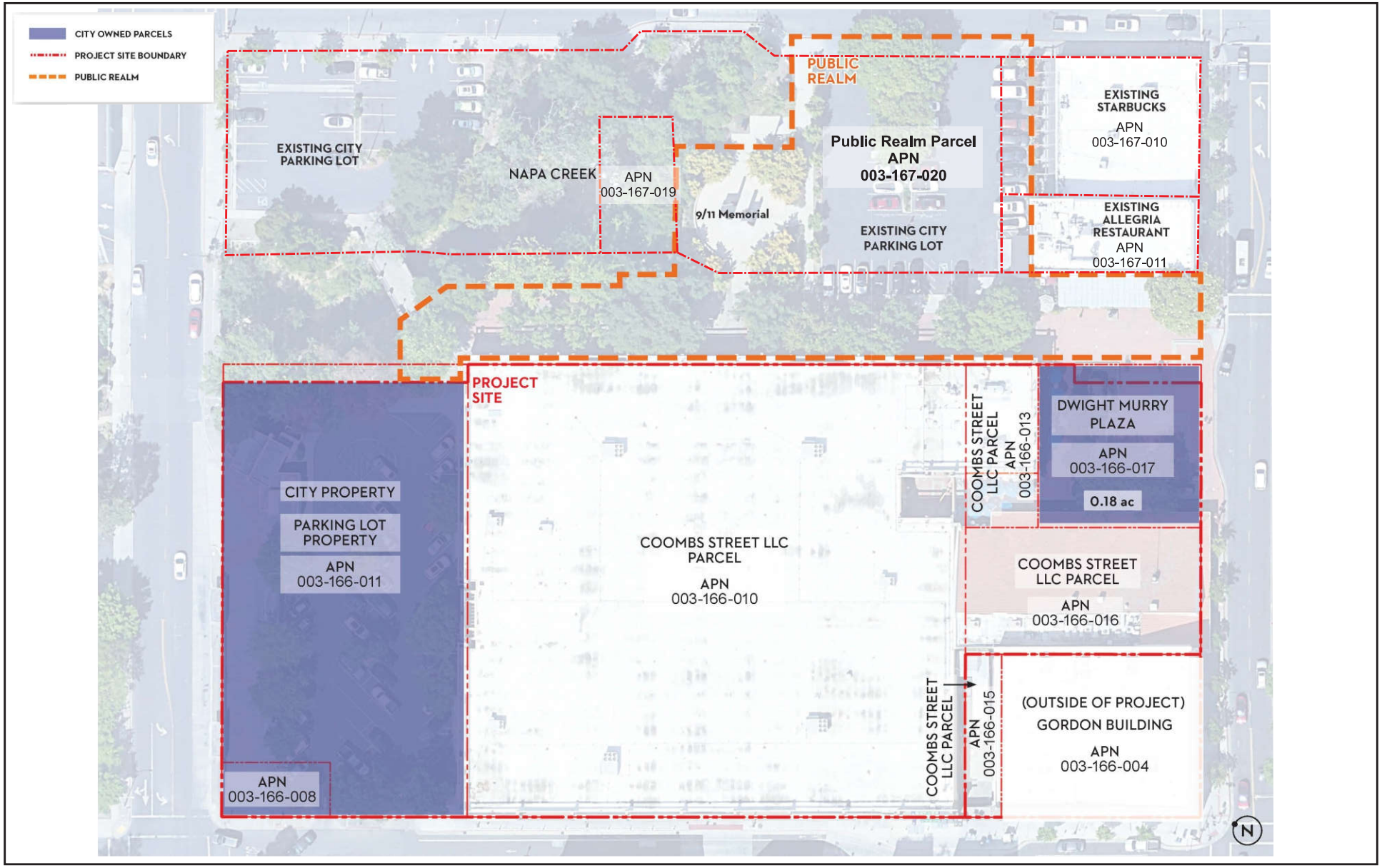
Public Realm

The Public Realm Parcel also includes an existing City parking lot with approximately 36 parking stalls, the 9/11 Memorial Garden, and the Brown Street Corridor.

Surrounding Land Uses

The Project site is surrounded by industrial and commercial buildings to the north, south, east, and west, including the Gordon Building and Allegria Restaurant located in the First National Bank building, First Street Napa Mall, Archer Hotel, and Opera House Plaza. Heritage Park is also located north of the Project site across Pearl Street. Napa Creek is also located north and east of the Project site.

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Source: City of Napa. RIOS. 10SB. March 2025.

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Exhibit 5
Existing Conditions

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2.2.3 - Land Use Designation and Zoning

The Project site is primarily designated and zoned Downtown Core Commercial (DCC) and partially designated (the Parking Lot Parcel) Downtown Mixed-Use (DMU) by the DNSP and the City's Zoning Ordinance, respectively (Exhibit 3). The DNSP Land Use Designation for Dwight Murray Plaza is DCC. For the most part, the Napa 2040 General Plan Update copied the land use designations throughout the DNSP boundary. However, the General Plan Land Use Diagram (2040 General Plan Update, Figure 2-3) depicts Dwight Murray Plaza as Open Space and Parks which is consistent with the City's Parks plan listing of Dwight Murray Plaza as a Civic Space (2040 General Plan Update, Table 4-4). As described in more detail in Section 2.3.2, below, the relocation of the Civic Space plaza through the proposed PD Overlay and Development Agreement does not require a General Plan Amendment under Section 1.9 of the 2040 General Plan Update.

The DNSP mandates development density through its Building Form Zones. The majority of the Project site is within the Downtown I Building Form Zone, which has a maximum development density of 60 dwelling units per acre (du/acre); a smaller portion of the Project site (also the Parking Lot Parcel) lies within the Downtown II Building Form Zone, which has a maximum development density of 40 du/acre.

The purpose of the DCC zoning district/land use designation is to promote the continued development and revitalization of the pedestrian-oriented Downtown area that serves as the City's unique shopping district, as a neighborhood hub for the residences surrounding it, and as the center of the City's community. The DCC designation supports a mix of land uses (i.e., shops, restaurants, hotels, and entertainment in designated areas) that would draw people Downtown during the days, in the evenings, and on weekends; develop an improved streetscape to offer visitors a pleasant pedestrian experience; and create a series of outdoor spaces to encourage public gatherings in the City Center.[3]

The DMU zoning district/land use designation provides for retail uses; administrative and other offices; institutional, recreational, entertainment, arts, and cultural uses; hotels and conference facilities; transportation facilities; and public and quasi-public uses that strengthen Downtown's role as the community's center.[4] The DMU designation/zoning also encourages residential uses, primarily as part of a mixed-use designation.

The Project's proposed PD Overlay would provide the applicable use regulations and development standards generally consistent with the DCC zoning district/land use designation.

The DNSP Entertainment Overlay District Map also would be amended to include the entirety of the Project site. Portions of the Project site are currently within the Entertainment Overlay District. Including the entire site would provide the proposed Project with a uniform permitting standard to implement entertainment uses and activities allowed by the DNSP.

[3] City of Napa. 2024. Municipal Code Chapter 17.10. Website: https://ecode360.com/43396494. Accessed October 17, 2024.

[4] City of Napa. 2012. Downtown Napa Specific Plan (DNSP), Chapter 4, Land Use Designations and Zoning Districts. May.

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2.3 - Project Description

The Project applicant (Coombs Street LLC and 300 Venture Group) proposes to demolish the existing structures and improvements on the Project site and construct a mixed-use development consisting of a hotel, multi-family residential units, and commercial space (Exhibit 6). The 6-story (approximately 75 feet in height with rooftop features, with an additional approximate 12 feet of Roof Top Activation plus 7 feet for equipment including MEP and Elevator Overruns) hotel would consist of approximately 190,000 square feet of hotel space and a maximum of 161 rooms, as well as a ground floor restaurant and a rooftop bar/event space. The approximately 178,000 square feet of residential space would consist of 78 market-rate for-sale multi-family condominium units and could be expected to introduce up to 202 new residents, and also would be available for nightly transient occupancy rental affiliated with the hotel.[5,6] The commercial space would consist of a total of 30,000 square feet of first and second floor retail space, with approximately 50 percent being stand-alone commercial spaces and 50 percent being hotel and residential accessory spaces.

The proposed Project would also include a new pedestrian crossing across Main Street north of the Project site to improve pedestrian traffic in the area. The proposed Project would redesign the existing parking lot off Main Street to include a dedicated arrival/drop-off zone and renovate the Brown Street Corridor. The redesign would eliminate up to 30 long-term parking spaces from the parking lot. The redesign of the Brown Street Corridor would feature improved hardscape and landscape designs, seating areas, vendors, and public art walls.

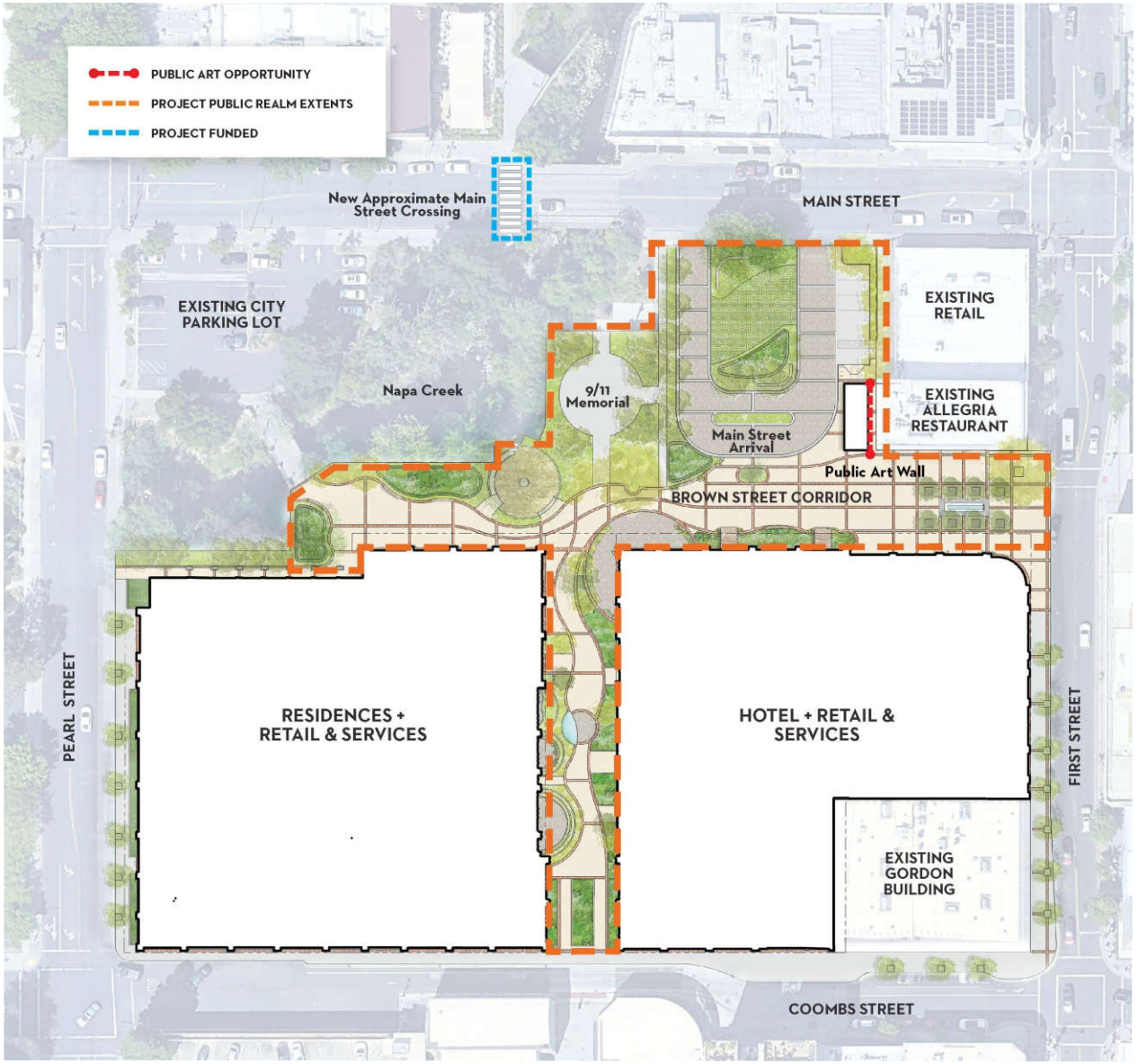
The Project site encompasses seven parcels, located generally between First Street and Pearl Street and between Coombs Street and the Napa River. The corresponding APNs include the following: **Parking Lot Parcel** (APNs: 003-166-011 and 003-166-08), **Coombs Street LLC (CS) Parcels** (APNs: 003-166-010, 003-116-015, 003-166-016, and 003-166-016), and **Dwight Murray Parcel** (003-166-017) (Exhibit 5).

The seven existing APNs would be reconfigured into a total of five parcels for financing, ownership, and condominium property division purposes, made up of three fee parcels, one condominium airspace parcel, and one airspace parcel. No demolition, construction, or Project activities would occur within the Napa Creek Corridor. Additionally, the proposed Project includes various improvements to the Public Realm that would take place on APN 003-167-020, which is considered an off-site improvement area (**Public Realm Parcel**) (Exhibit 5).

[5] United States Census Bureau. 2024. Napa, California Quick Facts. Website: https://www.census.gov/quickfacts/fact/table/napacitycalifornia/PST040223. Accessed March 5, 2025.

[6] 2.58 persons per household * 78 dwelling units = 201.24 persons

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Source: City of Napa. RIOS. 10SB. March 2025.

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Exhibit 6
Proposed Site Plan

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2.3.1 - Public Realm Improvements

Public Realm Parcel

The proposed Project would include various improvements on the Public Realm Parcel (APN 003-167-020) to the northeast of the Project site. The Brown Street Corridor would be renovated with improved hardscape and landscape design, seating areas, and vendor areas. The proposed Project would also include a new pedestrian crossing at approximately the mid-point location to align with the existing sidewalk connecting to the 9/11 Memorial Garden, and the existing City parking lot would be improved and redesigned to provide a dedicated drop-off at the Brown Street Corridor.

Up to 30 long-term parking spaces would be removed from the parking lot, and the trash enclosure on the existing City parking lot would also be relocated. Trash operations that this enclosure served for the Project site would be relocated to strategic locations within the development including the loading area on Coombs Street, while trash operations that this enclosure served for the businesses on First Street would be modified or relocated.

Public Art

The proposed Project would incorporate public art in the Public Realm Parcel at key locations as identified in the City's Public Art Master Plan, including a proposed space in front of the north wall (backside) of the Allegria restaurant building.

Dwight Murray Plaza Exchange

The proposed Project would result in the demolition of Dwight Murray Plaza within the City Property Parcel along First Street to allow for the construction of the proposed hotel. To replace Dwight Murray Plaza, the proposed Project would develop a new public plaza of a size equal to or greater than the Dwight Murray Plaza (approximately 0.18 acre). This New Plaza would be aligned with the former Clay Street right-of-way within the central portion of APN 003-166-010 so that visual connections for pedestrians are created from Coombs Street to the 9/11 Memorial Garden and the Opera House. The plaza would be Americans with Disabilities Act (ADA) compliant and place heavy emphasis on pedestrian travel with design elements for retail activation and public gathering venues. The plaza would include a public concourse running between the hotel and residential buildings that would lead from the First Street Napa Mall to the Brown Street Corridor. The proposed Project would include an irrevocable offer to dedicate public access and use easement of approximately 8,310 square feet to the City.

2.3.2 - Proposed Zoning and Design Guidelines

The proposed Project would include a Zoning Amendment to redesignate the entire Project site as a PD Overlay with standards that substantially conform to the DCC/Downtown I standards. The PD Overlay would establish specific use provisions, intensity and density, maximum floor area, and maximum height, along with other development and administrative standards that would be required as part of the future design review for the Project. The PD Overlay also establishes project-specific Design Guidelines prepared to facilitate creating a blend of dense residential and commercial uses,

plazas and promenades, and natural areas that would advance some of the key goals for the Downtown Napa Specific Plan Town Center Focus Area. The First Street Napa Phase II Redevelopment Design Guidelines (Appendix A) are site-specific and supersede the more general DNSP Design Guidelines, Chapter 5, to guide and define the character of new development within the PD Overlay and implement the vision and goals of the DNSP.

The uses permitted by the PD Overlay generally follow those found in the DCC, including entertainment, food and beverage, service commercial, and general retail. The project-specific development standards established by the PD Overlay substantially conform to the current development standards for the DNSP Downtown I Zoning District. The additional PD Overlay standards itemize the proposed Project's floor area ratio (FAR), number of housing units, and use of the top floor space for spa and food/beverage uses consistent with regulations provided in the Zoning District. The PD Overlay also ties together the Design Guidelines, Design Review Process, and Development Agreement as implementation components of the proposed Project. The specific development standards are listed below:

The following Building Form Standards apply to the proposed Project in lieu of Table 4.3 Development Standards in the Downtown Napa Specific Plan and the City's Zoning Ordinance.

Table 2: Town Center Focus Area 1 PD Overlay–Development Standards

Building Form Standards	Downtown I	Town Center Focus Area 1 PD Overlay
Floor Area Ratio (FAR)	Up to 5 FAR	5 FAR for the hotel and retail components of the proposed Project.
Residential Density (dwelling units/acre or du/acre)	20 (Min) to 60 (Max) du/ac	A total of 78 residential units if permitted with the proposed Project.
Building Height (feet)	Max 75 feet	Maximum 75 feet for the Project site, subject to Additional PD Overlay Regulations Note 1.
Front Setback	No requirement	First Street setback shall be consistent with the existing Gordon Building front setback and the building face may maintain the historic zero lot line along First Street. Pearl Street setback: No requirement
Side Setback	No requirement	No requirement
Rear Setback	No requirement	No requirement
Step backs	No requirement	Per Project Guidelines
Minimum Lot Area (square feet)	No requirement	No requirement
Lot Width (feet) at front setback line	No requirement	No requirement
Lot Frontage (feet) at front property line	No requirement	No requirement

Additional PD Overlay Regulations:

1. Rooftop Features. In addition to those height limit exclusions listed in Section 17.52.220, the Project height limits specified in Title 17 may be exceeded for rooftop patios with conditioned space that are for food and bar service with restrooms and food and bar service structures provided that such features are accessory to the proposed Project on the site and are setback, screened, or otherwise designed to minimize visibility from First and Main Streets adjacent to the site, further provided that portions of structures providing rooftop and building fire access are not required to minimize visibility from Main Street.

2. Parking. 110 parking stalls would be supplied in the proposed Project's residential structure and 129 stalls would be supplied in the Pearl Street garage or other parking facilities owned by the City. The proposed Project requires 239 parking stalls for Project operations: 78 residential parking stalls parked at 1 space per residence; 129 parking stalls for the hotel parked at 0.8 spaces per room, which parks at the same rate as the Archer Hotel within the Pearl Street Garage; and an additional 32 flex spaces for proposed Project demands. The City shall not require any parking quantities above the Parking Requirements and Supply and as contained in the Planned Development Overlay District for the proposed Project.

3. Uses. Other uses may be allowed if deemed appropriate by the Community Development Director.

4. Design Guidelines. The First Street Napa Phase II Redevelopment Design Guidelines shall supersede the Downtown Napa Specific Plan Design Guidelines, Chapter 5, to guide and define the character of new development within PD Overlay and implement the vision and goals of the Specific Plan and PD Overlay. In connection with its review of any Design Review Permit application(s) in PD Overlay for the proposed Project, the City shall exercise its discretion in a manner consistent with the design-related criteria, guidelines and standards set forth The First Street Napa Phase II Redevelopment Design Guidelines.

5. Design Review. The City Manager or the Manager's designee shall make the final determinations on any Use Permit applications subject to Ch. 17.60 of the Napa Municipal Code; all Design Review applications for the proposed Project subject to Ch. 17.62 of the Napa Municipal Code; all Certificate of Appropriateness applications subject to Ch. 15.52 of the Napa Municipal Code; or any other discretionary permit that does not include a modification and does not increase the intensity of the permitted uses, increase the density, or increase the maximum height or size of proposed buildings that also conforms to the Design Guidelines, provided that such applications are filed and processed in accordance with the Agreement within 18 months of the Effective Date. For applications filed more the 18 months after the Effective Date, all determinations shall be made in accordance with the decision-making authority as provided in the applicable provisions of the Napa Municipal Code. The decision of the Manager may be appealed to the City Council within 10 days of the Manager's decision.

6. Napa Creek Setback. The minimum Project building or disturbance setbacks from Napa Creek shall be established by the extent of previously developed, disturbed, or urbanized areas. The

following uses, structures, facilities, or Public Realm Improvements depicted in the Guidelines shall be allowed within setback areas with approval of Design Review Permit for the proposed Project:

a. Sidewalks, trails, and pedestrian circulation areas and facilities;
b. Fencing, screening, stormwater and bioretention facilities, and similar features;
c. Landscaping (including hardscape);
d. Signage and graphic displays.

7. Signage. The Community Development Director shall make the final determinations on any uniform sign program and creative sign program applications for the proposed Project filed pursuant to Municipal Code Sections 17.55.070(A) and (B) in accordance with the processing requirements of Section 5, Design Review.

8. Modifications. Modifications to the above development standards for the proposed Project that do not increase the intensity of the permitted uses, increase the density, or increase the maximum height or size of proposed buildings shall be processed in accordance with Napa Municipal Code Section 17.56-Administrative Exceptions.

9. Development Agreement. The Development Agreement establishes the rules, regulations, official policies, standards and specifications of the City to be applied to the proposed Project, including the processing of Subsequent Approval applications and other requirements, which supersede conflicting regulations under the City Municipal Code.

DNSP Design Guidelines

As outlined in Appendix A, the DNSP Design Guidelines contain standards applicable to development projects located within the DNSP area. Ultimately, the project-specific Design Guidelines' conformance with the DNSP guidelines are determined by the Planning Commission and City Council for the City of Napa. Administration of the Design Guidelines is established in the Development Agreement and PD.

2.3.3 - Site Access and Circulation

Parking

The proposed Project would include 110 residential parking stalls within the on-site residential structure, and an additional 129 hotel parking stalls would be provided in the existing Pearl Street parking garage and other parking facilities owned by the City as detailed in Table 3, below. The proposed Project would be required to provide 78 residential parking stalls, equivalent to 1 parking space per residence, and 129 hotel parking stalls, equivalent to 0.8 parking spaces per room,[7] as well as the potential for 32 flex parking spaces for other Project demands.

The proposed Project includes a 110-space, two-level garage structure integrated into the podium of the residence building, providing the required 78 residential parking spaces and up to 32 flex parking

[7] The same rate of parking spaces per room as the nearby Archer Hotel.

spaces, which would be valet operated for non-hotel visitors arriving at the new drop-off. Parking on- and off-site would be regulated by the proposed Development Agreement and PD Overlay as part of the proposed Project.

Table 3: Proposed Parking

	On-site Garage Parking Spaces	Public Realm Parking Spaces	Off-site Parking Spaces	Total
Residential	78	—	—	78
Hotel	—	—	129	129
Flex (Valet Operated)	32	10	—	42
Total	110	10	129	*249*

Sources: Compiled by FirstCarbon Solutions (FCS). 2025.

Vehicular Circulation and Access

The proposed Project would include vehicular access to the resident garage and the Pearl Street garage on Coombs Street. Coombs Street would also include a residence loading location and a hotel loading location. As described above, the proposed Project would also include a drop-off/loading loop as part of the public realm improvements to the existing parking lot off Main Street. Fire access would be provided via Main Street through the Main Street drop-off/loading loop. Adequate turnaround distance would be provided for fire truck access and emergency vehicles through a turnaround area in a portion of the Brown Street Corridor adjacent to the drop-off/loading loop.

Bicycle Circulation and Access

Bicyclists would be directed to travel along the mid-block corridors and through the proposed improved Brown Street Corridor. Per the City of Napa General Plan and City of Napa Bicycle Plan, the proposed Class I bicycle facilities along the Brown Street Corridor shall continue along Pearl Street to connect at the Pearl St/Coombs Street intersection. This plan would ensure a clear path of travel for bicyclists through the proposed Project and particularly through parking lots and common spaces. Bicyclists would be provided with conveniently located bicycle parking, and route and wayfinding signage would be included along bike pathways for orientation and to encourage long-distance use. The proposed Project would include 34 bicycle parking spaces serving the residential units.[8] Bike racks are also currently located in the existing parking lot adjacent to Main Street and Pearl Street.

[8] City of Napa Municipal Code Section 17.54.060 also provides bicycle parking requirements for non-residential uses, which the proposed Project would be required to comply with.

Pedestrian Circulation and Access

Pedestrians would access the Project site from pedestrian pathway entrances along the Main Street crosswalk, First Street, Coombs Street, and Pearl Street. A new pedestrian plaza would run east to west through the center of the Project site, separating the hotel from the residential area. It would connect the existing pedestrian corridors from First Street Napa Mall to Main Street and provide a connection to the existing 9/11 Memorial Garden and the Brown Street Corridor. It would also provide access to the proposed retail spaces along the plaza. Additionally, the proposed Project would incorporate an overhead pedestrian walkway connecting the residential building to the hotel building. The Project site is also approximately 0.17 mile north of the Third Street at Brown Street bus stop.

2.3.4 - Design and Appearance

The proposed Project would incorporate design elements from former historic buildings nearby, such as the adjacent Gordon Building, near street level, with higher floors taking on a more modern aesthetic. The building setback on First Street would be consistent with the setbacks of the adjacent Gordon Building, creating a continuation of the historic zero lot line and building face along First Street. The lower-level podium that matches historic design patterns, including the former Migliavacca Building located on the site in the 1900s and includes a corner design aesthetic reminiscent of the Migliavacca Building that would be implemented. Upper stories would incorporate setbacks/step backs with balconies and roof gardens to maintain a pedestrian-scale setting and to separate from the historic aesthetic of the ground floors.

Key use and design considerations included in the site-specific Design Guidelines for the proposed Project include an integrated, active, and inviting expansion of Downtown Napa with both private and public realms of development.

Key Public Realm Elements

- Outdoor and Public Spaces: The outdoor and public spaces would include both raised and at-grade spaces facilitating a myriad of public and private uses. This would include spaces designed for active engagement and connections for pedestrians on adjacent public property on First Street and the former Brown Street. Programming includes the potential for public gatherings, food and beverage sales, and organized public and private events.
- The proposed Project would develop a new public plaza (the New Plaza) of a size equal to or greater than the Dwight Murray Plaza (approximately 0.18 acres) and in a location roughly aligned with the former Clay Street right-of-way (to create visual connections for pedestrians from Coombs Street to the 9/11 Memorial Garden and the Opera House). The New Plaza would be a pedestrian-oriented ADA-compliant space with design elements for retail activation complementary to First Street and public gathering opportunities that would include a public concourse running between the hotel and residential buildings that would lead from the First Street Napa Mall to the Brown Street Corridor.
- The former Brown Street Corridor would be restored and is intended to be designed to meaningfully engage the adjacent public rights-of-way between the Project site, new hotel

drop-off, the 9/11 Memorial Garden, Main Street, Napa Creek and the surrounding Downtown areas and Oxbow district. This would transform the currently underutilized spaces adjacent to the Creek into an extension of the Project's spaces for public and private uses.

- A new pedestrian crossing extending from the existing sidewalk and aligning with the mid-block bridge across the Napa Creek would further connect the Project to the Oxbow district to the east.

Key Private Realm Elements

Given the Project's proximity to nearby Downtown Napa historic landmarks and buildings, the proposed Project would incorporate various features to acknowledge this historic relationship.

- Historic Patterns: The Project would restore the historic urban grain, aligning the street frontage with the existing historic resources while bringing back the implied building mass from the former Migliavacca Building and extension of the urban grid through the new pedestrian paseo.
- Height, Setbacks and Step backs: The buildings would reinforce the historic pattern with heights, setbacks and upper-level step backs oriented to the many existing 2- and 3-story buildings. Proposed buildings near historic commercial buildings abut walls and aim to create a solid block face.
- Along First Street, the Project proposes consistent setbacks with adjacent the existing Gordon Building and continuation of historic zero lot line and building façade along First Street.
- Style and Materials: Selected styles and materials would complement the character of the existing historic buildings.
- Primary Façades and Entries: The Project site design prioritizes orienting buildings so that primary façades and key pedestrian entries face major streets or plazas.
- Corners: The buildings would incorporate corners accentuated with height, articulation, and unique roof silhouettes to emphasize their presence. The Project would aim to locate ground floor commercial uses on street corners at key intersections.
- First Floor Height: The buildings' first floor heights would be a minimum of 14 feet, which is in alignment with the DNSP's Ground Floor Height Guideline Area; this height requirement would distinguish that area as the retail core of Downtown.
- Primary Façades and Entries: The Project site design prioritizes orienting buildings so that primary façades and key pedestrian entries face major streets or plazas.
- Upper-story Step Backs: Buildings would incorporate upper-story step backs in order to retain a pedestrian-scale setting; these setbacks would include balconies or roof gardens. Buildings would incorporate upper-story step backs at the roof top in order to retain a pedestrian-scale setting; these setbacks would include balconies or roof gardens. Additionally, the upper penthouse level of hotel rooms and residences would step back from the primary façade for additional massing articulation.

- Shade: Building design considers the potential shading impacts on surroundings. Building height, mass, setbacks, and arrangement respond to potential shading issues, minimizing shading impacts where they would be undesirable or maximizing shading where it is desired.
- Building Setbacks: Along First Street, consistent with the adjacent existing Gordon Building, the front setback shall maintain the historic zero lot line and building face. Other property boundaries hold no requirements, consistent with the zero lot line within the DNSP.
- Height Exceptions: In addition to those height limit exclusions listed in Section 17.52.220, the Project height limits specified in Title 17 may be exceeded for rooftop patios with conditioned space that are for food and bar service with restrooms and food and bar service structures provided that such features are accessory to the Project on the site and are setback, screened, or otherwise designed to minimize visibility from First and Main Streets adjacent to the site, further provided that portions of structures providing rooftop and building fire access are not required to minimize visibility from Main Street.
- Overall Façade Design: The buildings would create a human-scale environment and avoid large uninterrupted expanses of wall surfaces by enlivening façades with projecting elements such as entrance porches, porticoes, canopies, awnings and trellises; recessed entries to develop small alcoves; complete commercial storefronts with details including doors, display windows, bulkheads, signage areas and awnings; expressive elements such as cornices, lintels, sills, balconies; and well-designed upper-level features such as balconies and bay windows. While it would be important to create dynamic façades, designs would prioritize features and details that have purpose rather than being applied or strictly decorative.
- Rear and Side Façades: The site design—with mid-block pedestrian passages—would create a context with most building façades being visible to the public realm. Building designs would accommodate this layout by develop rear and side façades that would still be pleasant and inviting and have the same level of trim and finish as the front façade.
- Windows: Building design would maximize transparent windows on all sides of building and create unobstructed views into interior spaces. Ground floor commercial areas would feature display windows to enliven the street and provide pedestrian views into the interior of the storefront; to the extent possible, these areas would have floor-to-ceiling windows. Window design would prioritize clear or lightly tinted glass on ground floor building façades that preserves transparency and avoid opaque, reflective, or dark tinted glass.
- Overall Material Quality: Selected building materials would be of high quality, provide visual interest, and suggest durability and permanence to last into the future. Building trim and metalwork would be related to the building architecture.
- Balconies: Upper-level balconies would incorporate transparent or semi-transparent railings to enhance natural lighting and maximize eyes on the street.
- Awnings, Lintels, Sills, Overhangs, and Arcades: Façades—particularly on south or southeast facing fronts—would feature protruding vertical or horizontal shading devices such as awnings, lintels, sills, overhangs, and arcades to provide sun and weather protection and create spaces where pedestrians can comfortably walk, shop, eat, and sit. These design features would be decorative and complementary to the overall façade design and would also help to highlight

entrances and assist in wayfinding. Awnings would be in scale with the building, be regularly maintained and cleaned, and may incorporate signage on the street-facing side of the valance with a subtle design reflecting the business name or service. Design of awnings would avoid features which inhibit pedestrian movement or views; cover transom windows or architectural elements such as belt courses, decorative trim or other notable architectural façade elements; cover building piers; or include signage on the sloping portion of the awning.

Based on the Design Guidelines, the proposed Project would avoid large uninterrupted expanses of wall surfaces by enlivening façades with projecting elements, such as entrance porches, porticoes, canopies, awnings, and trellises; recessed entries to develop small alcoves; complete commercial storefronts with details including doors, display windows, bulkheads, signage areas, and awnings; expressive elements, such as cornices, lintels, sills; and upper-level features, such as balconies and bay windows. The proposed Project would maximize window use wherever possible, creating unobstructed views into retail spaces. Materials used in the construction of the proposed Project would include brick, limestone, dark grey anodized aluminum, and perforated metal paneling.

Rooftop Height Exemption

While the Downtown I Zone limits the maximum height of 75 feet, under certain circumstances height limits may be exceeded for certain rooftop features. In addition to those height limit exclusions listed in Section 17.52.220, height limits specified in Title 17 may be exceeded for rooftop patios with conditioned space that are for food and bar service with restrooms and food and bar service structures provided that such features are accessory to the proposed Project on the site and are setback, screened or otherwise designed to minimize visibility from First and Main Streets adjacent to the site, further provided that portions of structures providing rooftop and building fire access are not required to minimize visibility from Main Street. The PD Overlay allows rooftop patios with conditioned space that are for food and bar service with restrooms and food and bar service structures which are accessory to the proposed Project and are set back, screened, or otherwise designed to minimize visibility from the streets adjacent to the Project site. The main portion of the proposed building would extend to 74 feet 5 inches in height, but portions of the proposed Project would reach approximately 86 feet 3 inches with the inclusion of a rooftop deck and patio. With the screening and minimizing visibility of the features, the height of the proposed Project would be consistent with the general requirements of the Zoning Ordinance and Municipal Code.

2.3.5 - Landscaping

The proposed Project would incorporate trees and plants that are native to the area and drought resistant. The proposed Project would include approximately 18,200 square feet of landscaping at ground level and approximately 13,000 square feet of landscaping on the proposed buildings. Prior to construction, approximately 38 trees would be removed. Approximately 63 new trees would be planted at ground level as part of the proposed Project along with approximately 119 trees on the proposed buildings. Alleyways of vegetation in planter boxes would line public realm spaces including pedestrian spaces, and the proposed buildings would incorporate green spaces on rooftop gathering

spaces and courtyards. Street-facing trees would line the perimeter of the Project site, and the proposed improvements to the Brown Street Corridor would be lined with native trees and shrubbery.

2.3.6 - Lighting

The proposed Project would rely primarily on building-mounted lighting for retail spaces and pedestrian pathways designed to accent the building's architectural characteristics. The lighting would be appropriately scaled to complement the building's architectural style and harmonize with the building's metalwork. The proposed Project would also utilize illuminated signage. Additional opportunities for light posts along the Brown Street Corridor would be identified and located to be complementary to the architectural lighting along the public realm.

2.3.7 - Utilities

The proposed Project would be served by the following utility providers:

- Electricity and Natural Gas: Pacific Gas and Electric Company (PG&E)
- Potable Water: City of Napa Water Division
- Wastewater: Napa Sanitation District (NapaSan)
- Storm Drain: City of Napa
- Solid Waste/Recycling: Napa Recycling and Waste Services (NRWS)
- Telecommunications: AT&T

2.3.8 - Storm Drainage

The Project site would utilize planters on rooftops to minimize roof runoff. Pedestrian pathways and gathering spaces would limit the use of impervious surfaces and instead incorporate planted areas and permeable pavers to the extent possible to maximize water infiltration. Strategies, such as bio treatment planters and planter strips (i.e., in landscaped bulb outs and along sidewalk edges), would be used to the extent possible to collect stormwater runoff. This approach would help to create an environment of natural percolation and replace piped percolation where possible. Runoff from the roof would be conveyed to biotreatment planters at the ground level for treatment. The common space between the hotel portion and multi-family residential units would utilize permeable pavers for stormwater collection and treatment. The common space along the Brown Street Corridor would sheet flow into biotreatment planters. Runoff from the roof of the hotel and southern portion of the multi-family residential building would be conveyed to the existing storm drain at the southern portion of the Brown Street Corridor. Runoff from the northern portion of the multi-family residential building would be conveyed to bio treatment planters and then connected to the existing storm drain in Pearl Street.

2.3.9 - Phasing and Construction

The proposed Project would include demolition of the existing on-site structures and surface parking lots and construction of the proposed Project and off-site roadway and frontage improvements.

Demolition activities of existing structures and proper abatement and removal of material would commence as early as the second quarter of 2025. Construction is currently estimated to be completed in a single phase, projected to conclude in 2027. Construction would take approximately 26 months, including demolition and grading. The proposed Project is expected to be operational in August of 2027. However, the Development Agreement allows phasing and proposes a 10-year term for the proposed Project to be able to adjust to changing market conditions.

2.3.10 - Project Design Features

The proposed buildings would utilize materials and finishes that are durable and long-lasting to prolong architectural integrity and longevity. Proposed buildings would also include architectural features, such as canopies, awnings, or light shelves on south-facing windows and entries to control natural lighting while minimizing direct solar heat gain. The proposed Project would be solar ready and comply with all California Building Code and California Energy Efficiency Standards (Title 24) requirements. Electric vehicle (EV) charging equipment would be provided for all EV stalls described above in Section 2.3.4, Site Access and Circulation.

2.4 - Discretionary Approvals

The proposed Project includes the following discretionary approvals:

- Planned Development Overlay Zoning Amendment
- Development Agreement with an Affordable Housing Alternative Equivalent and other agreements
- Specific Plan Map Amendment (for Planned Development Overlay and Entertainment Zone)
- Zoning Map Amendments (for PD Overlay)
- Tentative Parcel Map

It is anticipated that the proposed Project would require the following subsequent approvals:

- Design Review (per the Planned Development Overlay and Development Agreement)
- Building Permits
- Final Map

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3 - CEQA GUIDELINES SECTION 15168: PROJECTS CONSISTENT WITH PRIOR ENVIRONMENTAL DOCUMENTATION

3.1 - Public Resources Code Section 21166 and CEQA Guidelines Section 15168

Public Resources Code 21166 states:

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known.

The DNSP EIR is considered a program EIR under CEQA Guideline Section 15168, as described in detail in Section 1.3.1 of this Addendum.

Pursuant to CEQA Guideline Section 15168, later activities (the specific project development) in a program (such as the DNSP) must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared for those later activities. If the agency finds that pursuant to CEQA Guideline Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Where the later activities involve site-specific operations, the CEQA Guidelines advise that the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR. Pursuant to CEQA Guideline Section 15164, the lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As described in Section 1.3.1 of this Addendum, under the CEQA Guidelines an addendum shall be prepared and no additional environmental document is required unless the later activity: (1) would have new effects not examined in the prior EIR; or (2) would require new mitigation measures not previously

identified in the prior EIR. If both requirements are met, the lead agency may approve the activity as being within the scope of the project covered by the prior EIR, and no additional environmental documentation is required, provided that the lead agency incorporates all applicable mitigation measures and alternatives developed in the prior EIR into subsequent actions.

As described in Section 4, Environmental Checklist, the proposed Project fits within the scope of the program analyzed in the prior DNSP EIR and, therefore, does not require additional environmental review in an EIR or ND. As discussed below, the proposed Project would not have any new effects that were not already examined in the prior EIR, nor would the proposed Project require any new mitigation measures; all applicable mitigation measures required by DNSP EIR have been incorporated.

3.2 - CEQA Guidelines Section 15162

As mandated in Section 15168, "if the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR and no new environmental review document would be required." Public Resources Code Section 21166 and CEQA Guidelines Section 15162(a) direct that once an EIR has been certified, no subsequent EIR shall be prepared unless the lead agency determines, based on substantial evidence, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
   a) The project will have one or more significant effects not discussed in the previous EIR;
   b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
   c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
   d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As described in Section 4, Environmental Checklist, none of the situations requiring the preparation of subsequent or supplemental environmental documentation are present for the proposed Project. In accordance with CEQA, Section 4 of this document analyzes the proposed Project with respect to the DNSP EIR and demonstrates that all of the potential environmental impacts associated with the proposed Project would be within the envelope of impacts already evaluated in the DNSP EIR. The proposed Project does not have any substantial changes that would result in significant environmental effects or result in a substantial increase in the severity of a previously identified impact. As demonstrated by the analysis herein, the proposed Project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the proposed Project are within the scope of impacts addressed in the DNSP EIR and do not constitute a new or substantially increased significant impact. Based on this determination, the proposed Project does not meet the requirements for preparation of a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162, and therefore no additional EIR shall be required for the proposed Project.

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4 - ENVIRONMENTAL CHECKLIST

As required by Section 15168(c) of the CEQA Guidelines, this Section analyzes whether the proposed Project, as described in Section 2, is within the scope of the project covered by the program DNSP EIR to determine whether an additional environmental document must be prepared for the proposed Project. Because (a) this Initial Study/Addendum shows that the proposed Project will not have any new significant environmental effects that were not identified and addressed in the DNSP EIR or result in a substantial increase in the severity of any previously identified effects, and (b) the City is not aware of any new information of substantial importance within the meaning of CEQA Guidelines Section 15162(a)(3), the City has determined that no additional environmental review is necessary and no new environmental document is required. This Section analyzes the above-described proposed Project in relationship to the environmental topics considered in the DNSP, which are set forth below.

The discussion following each environmental category provides information regarding policies that are included in the DNSP that mitigate the potential impacts identified in the DNSP EIR that would apply to the proposed Project. These discussions may also list additional, related General Plan and DNSP policies and refer to other relevant evidence to demonstrate consistency of the proposed Project with the DNSP and determine whether the proposed Project would result in any new significant environmental effects or increase the severity of previously identified environmental effects resulting from implementation of the DNSP. This Section also contains the list of Mitigation Measures from the DNSP EIR which apply to the proposed Project as required by the DNSP EIR.

This Section analyzes the environmental topics listed below:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire
- Mandatory Findings

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.1 Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact	No	No	No	None
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	Less than significant impact	No	No	No	None
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact	No	No	No	None

Discussion

a) Scenic Vista

Would the project: Have a substantial adverse effect on a scenic vista?

Summary of DNSP EIR Findings

The DNSP EIR did not identify any significant impacts to scenic views or vistas as a result of DNSP implementation. The DNSP EIR noted that the City of Napa does not have any officially designated scenic views or vistas but that views of the hills from the Oxbow area and views along the Napa Creek Corridor are view corridors that could potentially be affected by DNSP implementation, as well as short- and medium-range views from inside the DNSP area.

The Building Form Standards prescribe a maximum building height of 75 feet in the Downtown I Zone, a maximum building height of 60 feet in the Downtown II Zone, and a maximum height of 35 feet in the Transitional zone, with certain special design features that may extend beyond the height limit. The Design Guidelines contained in the DNSP require that new development not overwhelm the existing pedestrian experience of the street and that massing elements be incorporated into the future projects to appropriately transition between the structures of different heights. Further, the DNSP contains policies designed to preserve and enhance existing views along the Napa Creek Corridor.

The 2020 General Plan, which was the active General Plan at the time the DNSP EIR was published, contains two goals related to scenic resources with associated policies: (1) Goal LU-6–To improve the vitality and character of Downtown through planning, design, business-community partnerships, and City programs and projects that encourage a variety of social, entertainment, cultural, retail, administrative, and government uses; and (2) Goal HR-4–To achieve a vital Downtown that reflects its historic urban form and setting, offering a mix of old and new buildings. (Since the adoption of the DNSP, the City adopted its 2040 General Plan Update, which contains the following updated goals related to scenic resources: Goal LUCD-2, Goal LUCD-5, Goal LUCD-10, Goal LUCD-11, etc.).

The DNSP EIR determined that buildout of the DNSP would be consistent with the goals and policies in the 2020 General Plan related to scenic resources, which mainly focus on the scenic value of the built environment rather than natural scenic views. The DNSP EIR concluded that compliance with the provisions of the DNSP would ensure that impacts to view corridors and short- and medium-range views from inside the DNSP area are reduced to a less than significant level.

The 2040 General Plan EIR evaluated the 2040 General Plan Update policies promoting, supporting, and facilitating further development in Downtown Napa in furtherance of the DNSP and recognized the DNSP as the guiding framework for development in Downtown. The 2040 General Plan Update did not alter the analysis of scenic resources evaluated in the DNSP EIR.

Proposed Project Analysis and Conclusions

The Project site is located in an urban area with existing development that obstructs views of surrounding areas. Scenic resources in the area around the Project site include Napa Creek and the Oxbow area, hillsides to the northeast of the Project site, as well as the many historic buildings scattered throughout Downtown, such as the Gordon Building on the corner of First Street and Coombs Street. Existing development to the east of the Project site currently blocks views of the Oxbow area and the hillsides.

The proposed Project would be developed pursuant to a PD Overlay establishing use provisions and development standards for the property including the adoption of site-specific Design Guidelines. The PD Overlay establishes a 75-foot height limit for the entire Project site and allows rooftop patios with conditioned space to exceed the height limit in addition to the special design features permitted in the DNSP. Such patio and related improvements would include site setbacks for screening or other design features to minimize visibility from First and Main Streets adjacent to the site, except in areas required for fire access.

The Project site contains a vacant department store (formerly Kohl's) and several trees that currently block views of Napa Creek from Coombs Street. The proposed Project would not affect views of the historic Gordon Building from First Street or Coombs Street since views toward this building from surrounding streets and sidewalks would be maintained similar to the current condition. The proposed Project would also incorporate a step-back design that would blend with the 2-story proportions of the Gordon Building, while upper floors would be set back and would include balconies and roof gardens. The step-back design would preserve the visual character of the Gordon Building by extending the historic design along the first two floors of the proposed Project. The proposed Project would also comply with Items 9 and 10 of the Secretary of Interior Standards for Treatment of Historic Properties, which set requirements for new development adjacent to or related to existing historic resources. The proposed Project Design Guidelines incorporate the City of Napa Downtown Historic Design Guidelines, which would reduce any potential impacts on the Gordon Building by preserving the building and ensuring that the design of new buildings is comptaible with the Gordon Building.

Additionally, the proposed Project would adhere to the requirements of the DNSP Design Guidelines, which would be implemented through the City's Design Review process. Overall, the Design Guidelines require new development to respond to the surrounding context. Therefore, the proposed

Project would not result in any new or more severe impacts with respect to scenic vistas that were not previously analyzed and disclosed in the DNSP EIR and no further environmental analysis is required. As such, development of the proposed Project also would have a less than significant effect on existing views of scenic resources in the area.

b) State Scenic Highways

Would the project: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

Summary of DNSP EIR Findings

The DNSP EIR states that there are currently no officially designated State scenic highways within the DNSP Planning Area. Additionally, the DNSP EIR determined that there are no rock outcroppings in the DNSP Planning Area, and the majority of the visual resources in the area include historic buildings, contemporary structures, and natural features along the Napa River and Napa Creek. Design Guidelines developed as part of the DNSP guide future building design within the Planning Area, requiring that new buildings be sensitive to the historic scale and architecture of Downtown and encourage historic preservation. Furthermore, while some mature street trees may be removed as part of the implementation of the DNSP, the DNSP encourages the addition of trees and landscaping along sidewalks, as well as in plazas and other public spaces. Therefore, the DNSP EIR concluded that impacts to scenic resources would be less than significant.

Proposed Project Analysis and Conclusions

The nearest officially designated State Scenic Highway is SR-12, located more than 11 miles to the northwest of the Project site.[9] The City's General Plan designates part of Silverado Trail (SR-121), from Imola Avenue to Lincoln Avenue, as a scenic corridor, which is just east of the DNSP Planning Area.[10] However, the Project site is not visible from SR-121 due to intervening development and vegetation. The proposed Project also would not remove or damage any existing scenic resources in the area, such as Napa Creek and the historic Gordon Building.

The DNSP contains policies and actions that require new buildings to be sensitive to the scale and architecture of existing historic buildings. As stated above, the proposed Project would also comply with Items 9 and 10 of the Secretary of Interior Standards for Treatment of Historic Properties and would include design elements that would extend the visual character of the Gordon Building along the new development's street frontage. The proposed Project would preserve views of the historic Gordon Building from surrounding roads and would be required to make design refinements if needed to ensure that its architecture would be compatible with the Gordon Building. Therefore, the proposed Project would not result in any new or more severe impacts with respect to State scenic highways

[9] California Department of Transportation (Caltrans). 2024. California State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 14, 2025.

[10] City of Napa. 2022. City of Napa 2040 General Plan.

that were not previously analyzed and disclosed in the DNSP EIR and no further environmental analysis is required. As such, the proposed Project's effects on scenic resources related to scenic highways also would be less than significant.

c) Visual Character

Would the project: **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Summary of DNSP EIR Findings

The DNSP EIR recognized that development under the DNSP would result in changes to the visual character of the DNSP area and evaluated those changes in the context of community objectives as outlined in the General Plan and the DNSP. The DNSP acknowledges the need to address the community's desire for a more active and vibrant Downtown, and it proposes to provide opportunities to introduce a variety of infill projects, new community public spaces, and new residential uses while modulating the design of the new development to be sensitive to the existing small-town character. The DNSP includes various mechanisms to guide implementation of this overall vision, including Development Standards for Building Form Districts, Design Guidelines to Address the Built Form, Design Guidelines for the Town Center Focus Area, Design Guidelines to Address Historic Resources, and Design Guidelines to Address the Public Realm.

These mechanisms respond to the General Plan goal of improving the vitality and character of Downtown through planning and design. The DNSP EIR determined that proposed building heights would channel more intense development to the Downtown core, creating a focal point with a strong civic presence within that area while transitioning to lower heights consistent with the existing character and lower development intensities of surrounding areas. Further, the DNSP EIR found that DNSP Design Guidelines would require varied massing for visual interest; setbacks to ensure consistency with existing historic structures; and street trees and pedestrian amenities to enliven the public realm and create a continual visual theme along streets Downtown. The DNSP EIR concluded that, while DNSP implementation would lead to changes from the existing visual character, such changes would not result in adverse visual impacts and could even potentially result in a beneficial impact. Overall, the DNSP EIR found that impacts to visual character would be less than significant.

Proposed Project Analysis and Conclusions

The proposed Project includes a Zoning Amendment to designate the entire Project site as a PD Overlay, which adopts the Downtown Standards I, to create consistent height and density standards on the Project site. The DNSP also contains three different focus areas—the Town Center, CineDome, and Copia (see Exhibit 3)—each of which have specific goals beyond what is outlined in the rest of the DNSP. The Project site is entirely within the Town Center Focus Area, which includes specific goals related to visual character including restoring Brown Street as a pedestrian/bicycle

corridor, encouraging outdoor plazas and gathering spaces, promoting mixed-use developments with ground floor retail, redesigning the Dwight Murray Plaza with an open and inviting "town square" quality, and respecting the scale and patterns of historical buildings by transitioning taller building heights on the west and north ends to lower heights on the east and south ends.

The proposed Project would generally conform to the building standards of the Downtown I Building Form Zone as contained in the PD Overlay and Project-specific Design Guidelines. Development of the proposed Project would also include enhancements to the Brown Street Corridor, the addition of a central public plaza with access to ground floor retail, as well as setbacks for taller floors to preserve the visual character of the historic Gordon Building (Appendix A). The ground floors of Project development adjacent to the Gordon Building would include visual elements to ensure compatibility. As such, the proposed Project would be consistent with the goals outlined for the Town Center Focus Area and the Downtown I Building Form Zone.

The PD Overlay establishes the First Street Napa Phase II Redevelopment Design Guidelines, which supersede the DNSP Design Guidelines, Chapter 5. The Project-specific guidelines are intended to guide and define the character of the proposed Project within the PD Overlay and to implement the vision and goals of the DNSP and the PD Overlay. The Project-specific guidelines establish the following goals related to scenic quality:

- Buildings and open spaces throughout the First Street Development will be designed to the highest quality and developed with unique structures that complement their surroundings, orienting buildings and entrances to streets and public gathering places.
- Promoting mixed-use development throughout the area, with retail emphasis on ground floors to activate building edges and housing and/or office above. This site represents the best opportunity for density and height in Downtown.
- The Brown Street Corridor will be renovated with an improved hardscape and landscape design, seating areas, and vendor areas. This aligns the Downtown Napa Specific Plan goal of "enhancing and maintaining the North and South Brown Street Plazas as part of the overall pedestrian and bicycle circulation system" and creating an area "to serve as a plaza/community gathering space in conjunction with Dwight Murray Plaza."
- The Interior Pedestrian Corridor will bisect the interior part of the Project site and provide multiple access points to buildings, a direct pedestrian walkway from the First Street Napa Mall, and more general pedestrian connection route through Downtown. This corridor will feature hardscape and landscape design, seating areas, and vendor areas integrated into the Brown Street Corridor.
- The Project will incorporate public art at key locations as identified in the City of Napa Public Art Master Plan. The site plan recognizes that public art is an important component in creating a unique Downtown experience and may function as gateway identifiers.

- The proposed Project will restore the historic urban grain, aligning the street frontage with the existing historic resources while bringing back the implied building mass from the former Migliavacca Building and extending the urban grid through the new pedestrian paseo.
- The buildings will reinforce the historic pattern with heights, setbacks and upper-level step backs oriented to the many existing 2- and 3-story buildings. Proposed buildings near historic commercials buildings abut walls and aim to create a solid block face.
- Selected styles and materials will complement the character of the existing historic buildings.
- Along First Street, consistent setbacks with adjacent existing Gordon Building, continuation of historic zero lot line and building face along First Street. Other property boundaries hold no requirements, consistent with the zero lot line within the Downtown Specific Plan.
- The Project site design prioritizes orienting buildings so that primary façades and key pedestrian entries face major streets or plazas.
- The buildings will incorporate corners accentuated with height, articulation, and unique roof silhouettes to emphasize their presence. The Project will aim to locate ground floor commercial uses on street corners at key intersections.
- The buildings' first floor heights will be a minimum of 14 feet, which is in alignment with the Downtown Napa Specific Plan's Ground Floor Height Guideline Area; this height requirement will distinguish that area as the retail core of Downtown.
- Buildings will incorporate upper-story step backs in order to retain a pedestrian-scale setting; these setbacks will include balconies or roof gardens.
- The Project site design prioritizes orienting buildings so that primary façades and key pedestrian entries face major streets or plazas.
- The buildings will incorporate corners with accentuated with height, articulation and unique roof silhouettes to emphasize their presence. The Project will aim to locate ground floor commercial uses on street corners at key intersections.
- The buildings' first floor heights will be a minimum of 14 feet, which is in alignment with the Downtown Napa Specific Plan's Ground Floor Height Guideline Area; this height requirement will distinguish that area as the retail core of Downtown.
- Buildings will incorporate upper-story step backs at the roof top in order to retain a pedestrian-scale setting; these setbacks will include balconies or roof gardens. Additionally, the upper penthouse level of hotel rooms and residences step back from the primary façade for additional massing articulation.
- Building design considers the potential shading impacts on surroundings. Building height, mass, setbacks, and arrangement respond to potential shading issues, minimizing shading impacts where they will be undesirable or maximizing shading where it is desired.

- Along First Street, consistent with adjacent existing Gordon Building, the front setback shall maintain the historic zero lot line and building face along First Street. Other property boundaries hold no requirements, consistent with the zero lot line within the Downtown Specific Plan.
- The buildings will create a human-scale environment and avoid large uninterrupted expanses of wall surfaces by enlivening façades with projecting elements such as entrance porches, porticoes, canopies, awnings and trellises; recessed entries to develop small alcoves; complete commercial storefronts with details including doors, display windows, bulkheads, signage areas and awnings; expressive elements such as cornices, lintels, sills, balconies; and well-designed upper-level features such as balconies and bay windows. While it will be important to create dynamic façades, designs will prioritize features and details that have purpose rather than being applied or strictly decorative.
- The site design—with mid-block pedestrian passages—will create a context with most building façades being visible to the public realm. Building designs will accommodate this layout by develop rear and side façades that will still be pleasant and inviting and have the same level of trim and finish as the front façade.
- Building design will maximize transparent windows on all sides of building and create unobstructed views into interior spaces. Ground floor commercial areas will feature display windows to enliven the street and provide pedestrian views into the interior of the storefront; to the extent possible, these areas will have floor-to-ceiling windows. Window design will prioritize clear or lightly tinted glass on ground floor building façades that preserves transparency and avoid opaque, reflective or dark tinted glass.
- Selected building materials will be of high quality, provide visual interest, and suggest durability and permanence to last into the future. Building trim and metalwork will be related to the building architecture.
- Upper level balconies will incorporate transparent or semi-transparent railings to enhance natural lighting and maximize eyes on the street.
- Façades—particularly on south or southeast facing fronts—will feature protruding vertical or horizontal shading devices such as awnings, lintels, sills, overhangs, and arcades to provide sun and weather protection and create spaces where pedestrians can comfortably walk, shop, eat, and sit. These design features will be decorative and complementary to the overall façade design and will also help to highlight entrances and assist in wayfinding. Awnings will be in scale with the building, be regularly maintained and cleaned, and may incorporate signage on the street-facing side of the valance with a subtle design reflecting the business name or service. Design of awnings will avoid features which inhibit pedestrian movement or views; cover transom windows or architectural elements such as belt courses, decorative trim, or other notable architectural façade elements; cover building piers; or include signage on the sloping portion of the awning.

Based on the detailed Project-specific Design Guidelines incorporated into the proposed Project to implement the DNSP Town Center Focus Area within an urbanized area, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Thus, the proposed Project would not result in any new or more severe impacts with respect to visual character that were not previously analyzed and disclosed in the DNSP EIR and no further environmental analysis is required. Therefore, the proposed Project's effects on visual character also would be less than significant.

d) Light or Glare

Would the project: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Summary of DNSP EIR Findings

The DNSP EIR concluded that the buildout of the DNSP would result in new sources of nighttime lighting and/or daytime glare. The DNSP EIR analyzed the following DNSP guidelines that would address potential light and glare impacts: specify exterior lighting where the cone of light and/or glare from the lighting element is kept entirely on the property or below the top of any fence, edge or wall; verify that fixtures do not cast light directly into adjacent residential windows; recommend translucent or optical lens diffuser globes or shields; and balance the need to provide illumination and security with the desire to maintain the ambience of Downtown and minimize light pollution. According to the DNSP EIR these guidelines would reduce the effects of light and glare from the DNSP buildout to less than significant levels.

Proposed Project Analysis and Conclusions

The proposed Project would incorporate ambient, strategically placed, building-mounted lighting and illuminated signage to reduce the effects of light pollution while accenting the buildings' architectural characteristics. Additional opportunities for light posts along the Brown Street Corridor would also be identified and located to be complementary to the architectural lighting along the public realm. Fixtures would not cast light directly into residential windows and would utilize diffuser globes/shields when required. Proposed buildings would also include light shelves on south-facing windows and entries to maximize natural lighting and would maximize window use while avoiding opaque, reflective, or dark tinted glass. Therefore, the proposed Project would not result in any new or more severe impacts with respect to light or glare that were not previously analyzed and disclosed in the DNSP EIR and no further environmental analysis is required. As such, the proposed Project's effects on lighting and glare also would be less than significant.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Aesthetics, Light, and Glare, the proposed Project would not result in new significant source of light or glare that adversely impacts views that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant aesthetics impacts. There is no new information of substantial importance showing that significant aesthetics impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.2 Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	No impact	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	No impact	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in	No impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?					
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No impact	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	No impact	No	No	No	None

Discussion

a-e) Conversion of Important Farmland, Agricultural Zoning and Williamson Act Contracts, Forest Zoning, Conversion of Forest Land, Pressures to Convert Farmland or Forest Land

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

c) Conflict with existing zoning for forest land or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Summary of DNSP EIR Findings

The DNSP EIR found no impacts with respect to agricultural or forest resources. Agricultural resources were discussed in DNSP EIR Chapter 6, Impact Overview and Growth Inducement, under Section 6.E, Effects Found not to be Significant. The DNSP area, including the Master Plan area, is developed with urban uses and is classified as urban and built-up land by the California Department of Conservation (DOC).

Proposed Project Analysis and Conclusions

According to DOC's Important Farmland Finder, the area in and around the Project site is designated as Urban and Built Up Land that is currently developed with commercial buildings.[11] The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the Project site is not under a current Williamson Act Contract, zoned for agriculture, or zoned for forestry uses. As such, no impacts would occur. Therefore, the proposed Project would not

[11] California Department of Conservation (DOC). 2025. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed March 14, 2025.

result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Agriculture and Forestry Resources, the proposed Project would not result in new significant agriculture and forestry resources impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant agriculture and forestry resources impact. There is no new information of substantial importance showing that significant agriculture and forestry resources impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.3 Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.* *Would the project:*					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant and unavoidable impact	No	No	No	MM 4.B-1 MM 4.B-4
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	Significant and unavoidable impact	No	No	No	MM 4.B-1, MM 4.B-2 and MM 4.B-4
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	No	No	No	MM 4.B-2
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	Less than significant impact	No	No	No	MM 4.B-3

Discussion

a) Air Quality Plan Conflict

Would the project: Conflict with or obstruct implementation of the applicable air quality plan?

Summary of DNSP EIR Findings

The DNSP EIR identified a significant and unavoidable impact with respect to implementation of the Specific Plan and implementation of the Bay Area 2010 Clean Air Plan, the most recent air quality plan in effect at the time the document was published, since the DNSP would exceed the population projections in the Clean Air Plan. The DNSP EIR implemented Mitigation Measure (MM) 4.B-1, which would ensure consistency with the Clean Air Plan Transportation Control Measures to promote clean, fuel efficient and zero-emission vehicles. However, even with mitigation, growth produced by the DNSP would produce a rate of increase in Vehicle Miles Traveled (VMT) that would be more than the rate of increase in population for the DNSP and would be considered inconsistent with the population and VMT assumptions of the Clean Air Plan. As such, the DNSP EIR identified a significant and unavoidable impact related to consistency with the Clean Air Plan.

Proposed Project Analysis and Conclusions

Construction and operational activities for the proposed Project would generate criteria pollutant emissions. Construction emissions would be temporary, would not impact any long-term air quality improvement plans or policies and would not interfere with the goals and policies of the most recently adopted 2017 Clean Air Plan for ozone compliance. Projects potentially generating long-term, operational emissions would incorporate MM 4.B-1, MM 4.B-2, MM 4.B-3, MM B-4, and MM 4.B-5, as applicable, to reduce overall emissions and demonstrate consistency with the Clean Air Plan. In particular, MM B-4 requires implementation of MM 4.B-1 to ensure consistency with the Clean Air Plan Transportation Control Measures. As discussed in Section 5.17, Transportation, in accordance with CEQA Guidelines Section 15064.3, subdivision (b), the proposed Project would have a less than significant impact on VMT due to its proximity to a major transit center: the Soscol Gateway Transit Center. Additionally, the proposed Project would comply with all applicable control measures outlined in the 2017 Clean Air Plan. These control measures and their consistency with the proposed Project are shown below in Table 4. Impacts relating to conflicts with an applicable air quality plan would therefore be less than significant.

Table 4: Bay Area 2017 Clean Air Plan Applicable Control Measures

Control Measures	Description	Project Consistency
Transportation Control Measures		
Trip Reduction Programs	Encourage trip reduction policies and programs in local plans, e.g., general and specific plans.	**Consistent:** The proposed Project would include restoring the Brown Street Corridor as a pedestrian and

Control Measures	Description	Project Consistency
	Encourage local governments to require mitigation of vehicle travel as part of new development approval, to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips.	bicycle pathway, as well as creating a new public plaza which would connect the First Street Napa Mall to Main Street through pedestrian and bicycle pathways. The proposed Project, therefore, would be consistent with this measure.
Bicycle and Pedestrian Access and Facilities	Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.	**Consistent:** The proposed Project would include restoring the Brown Street Corridor as a pedestrian and bicycle pathway, as well as improving the Napa Creek Corridor and creating a new public plaza which would connect the First Street Napa Mall to Main Street through pedestrian and bicycle pathways. The proposed Project, therefore, would be consistent with this measure.
Building Control Measures		
Green Building	Identify barriers to effective local implementation of the CALGreen (Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Engage with additional partners to target reducing emissions from specific types of buildings.	**Consistent:** The proposed Project would be built to comply with CALGreen Standards. The proposed Project, therefore, would be consistent with this measure.
Urban Heat Island Mitigation	Develop and urge adoption of a model ordinance for “cool parking” that promotes the use of cool surface treatments for new parking facilities. Develop and promote adoption of model building code requirements for new construction or re-roofing/ roofing upgrades for commercial and residential multi-family housing.	**Consistent:** The proposed Project would be constructed to conform to the DNSP’s sustainability measures, High-Performance Building Ordinance, and the Citywide Sustainability Plan. The proposed Project, therefore, would be consistent with this measure.
Waste Management Control Measures		
Recycling and Waste Reduction	Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition	**Consistent:** The proposed Project would be required to comply with the City’s Construction and Demolition Debris Ordinance

Control Measures	Description	Project Consistency
	materials in commercial and public construction projects.	(Chapter 15.32), which would require that 50 percent of waste be diverted from landfill disposal. The proposed Project, therefore, would be consistent with this measure.
Water Control Measures		
Support Water Conservation	Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.	**Consistent:** The proposed Project would comply with CALGreen and reduce outdoor water use by planting drought-tolerant noninvasive landscaping. The proposed Project, therefore, would be consistent with this measure.

As shown above, the proposed Project would result in less than significant impacts related to consistency with the Clean Air Plan. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

b) Air Quality Standard, Criteria Pollutants

Would the project: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Summary of DNSP EIR Findings

The DNSP EIR was found to be consistent with the 2010 Bay Area Air Quality Management District (BAAQMD) Transportation Control Measures (TCMs) with implementation of MM 4.B-1. While implementation of MM 4.B-1 would ensure consistency with BAAQMD TCMs, the rate of increase in VMT would be more than the rate of increase in population and, therefore, would be considered inconsistent with the population and VMT assumptions of the CAP. As such, the DNSP was found to result in a cumulatively considerable criteria air pollutant impact.

Proposed Project Analysis and Conclusions

Construction

The proposed Project consists of a mixed-use development, including residential, retail, and hotel uses, in accordance with the provisions of the DNSP. Construction activities, particularly during site preparation and grading, would temporarily generate criteria pollutants. Sources of criteria pollutants would include disturbed soil at the construction site and trucks carrying uncovered loads of soils, as well as exhaust emissions from construction equipment. The proposed Project would implement MM

4.B-2, which requires the use of construction equipment utilizing new diesel equipment to minimize diesel particulate matter (DPM) emissions during construction.

The proposed Project would also be required to employ BAAQMD Best Management Practices (BMPs) to control dust and exhaust. These BMPs are listed below:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).
7. Clear signage shall be provided for construction workers at all access points.
8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
9. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the measures recommended by BAAQMD would reduce the air quality impacts associated with grading and new construction to a less than significant level and impacts from construction would be less than significant.

Operation

Following Project construction, long-term operational emissions would be generated from daily operations. Operational emissions would include area, stationary, and mobile sources. Area sources would include emissions from architectural coatings, consumer products, landscape equipment, and the combustion of natural gas for water heaters and other heat sources. Mobile sources include exhaust and road dust emissions from the automobiles that would travel to and from the Project site. Stationary sources include emissions from stationary source equipment, such as backup generators, which would require a permit issued by the BAAQMD. The proposed Project is not anticipated to use stationary sources. However, if implemented, any stationary sources, such as emergency diesel

generators, would require a permit to operate from the BAAQMD, which would limit and control emissions to less than significant levels.

To evaluate potential impacts from area and mobile source emissions, the BAAQMD developed screening criteria for criteria air pollutants and precursors. These screening criteria provide lead agencies with a conservative indication of whether implementing a proposed project could result in potentially significant criteria air pollutants and precursor impacts. If all screening criteria for criteria air pollutants and precursors are met by a proposed project, then the Lead Agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions.

Section 4.1.2 of the BAAQMD's 2022 CEQA Guidelines includes guidance on screening evaluation for project operations, which provides lead agencies with a conservative indication of whether implementing the proposed Project would result in the generation of operational criteria air pollutant or precursors that exceed the thresholds of significance.[27] The BAAQMD provides a Mixed Land Use Screening Tool for Criteria Pollutants and Precursors when a project is associated with multiple land use types. Therefore, the proposed Project's potential impacts were calculated using the BAAQMD Mixed Use Screening Tool for Criteria Pollutants and Precursors, and the output indicated that the proposed Project would meet operational screening and no further analysis is required. The screening analysis is available in Appendix C. Thus, the proposed Project meets the operational screening criteria established by BAAQMD and a more detailed assessment is not required.

The proposed Project would not result in a considerable net increase of any criteria pollutant for which the Project region is in nonattainment and impacts would be less than significant.

Summary

Accordingly, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

c) Sensitive Receptors

Would the project: Expose sensitive receptors to substantial pollutant concentrations?

Summary of DNSP EIR Findings

The DNSP EIR identified a less than significant impact related to sensitive receptors. Toxic air contaminant (TAC) emissions from construction activities under the DNSP would be related to DPM emissions from heavy equipment operations during grading, excavation, building construction, and transportation activities. Health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Existing and new residents would be occupying the site concurrently with on-site construction activities. Short-term construction activities could therefore expose sensitive receptors to levels that exceed applicable standards because of the close proximity between on-site diesel equipment and residences. This impact was found to be potentially significant by the DNSP EIR.

As discussed previously, any land uses that would be developed under the DNSP that would include stationary sources that may emit TACs would be subject to BAAQMD permitting and Toxics Best Available Control Technology (T-BACT) requirements. BAAQMD would assess such sources for potential health risk impacts based on their potential to emit TACs. If it is determined that the sources would emit TACs in excess of BAAQMD's applicable threshold of significance, T-BACT would be implemented to reduce emissions. If the implementation of T-BACT would not reduce the risk below the threshold, then BAAQMD would deny the required permit. As a result, the DNSP EIR determined impacts associated with exposure of sensitive receptors to substantial toxic air emissions from stationary source operations would be less than significant.

On-site mobile sources of TAC emissions would primarily be associated with the operation of diesel-fueled delivery trucks associated with commercial land uses proposed under the DNSP. The California Air Resources Board (ARB) adopted an idling-restriction Airborne Toxic Control Measure (ATCM) for large commercial diesel-powered vehicles, which became effective February 1, 2005. In accordance with this measure, affected vehicles are required to limit idling to no longer than five minutes under most circumstances. Nonetheless, given that proposed on-site commercial land uses had not yet been identified and given the potential proximity of nearby sensitive receptors, exposure of nearby on-site receptors to mobile source TACs associated with commercial activities was considered a potentially significant impact by the DNSP EIR.

The DNSP EIR implemented MM 4.B-2, which requires that future development incorporate measures to reduce or avoid exposure of sensitive receptors to TACs. With this mitigation, as well as following BAAQMD Guidelines on sensitive receptors, the DNSP EIR identified that impacts related to exposing sensitive receptors to substantial pollutant concentrations would be reduced to less than significant levels.

Proposed Project Analysis and Conclusions

Construction

The proposed Project would include the development of a hotel, multi-family residential, and retail uses, which would result in construction-related emissions. There are existing residential receptors within 1,000 feet of the proposed Project site; however, it is not anticipated that they would be exposed to substantive DPM or TAC concentrations during construction. The proposed Project would be required to implement MM 4.B-2, which requires the following measures specifically related to construction activities:

MM 4.B-2 The City shall ensure that all projects in the Planning Area incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:

For construction activities, measure may include, but are not limited to, the following:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.

- Use new diesel engines that are designed to minimize DPM emissions (usually through the use of catalyzed particulate filters in the exhaust) or retrofitting older engines with catalyzed particulate filters which would reduce up to 85 percent of DPM emissions.

Prior to approval of demolition permits or grading permits, the proposed Project must demonstrate compliance with MM 4.B-2 by incorporating applicable specifications into construction plans and/or Project design. Therefore, with implementation of MM 4.B-2, construction-related impacts would not expose nearby sensitive receptors to substantial pollutant concentrations and impacts from construction would be less than significant.

Operation

The proposed Project would include the development of a hotel, multi-family residential, and retail uses and is not expected to generate substantive DPM or TAC emissions during operational activity. The proposed Project is not anticipated to have stationary sources or on-site sources of TACs during operation. However, as discussed previously, any projects that would be developed under the DNSP that would include stationary sources that may emit TACs would be subject to BAAQMD permitting and T-BACT requirements. BAAQMD would assess such sources for potential health risk impacts based on their potential to emit TACs. If it is determined that the sources would emit TACs in excess of BAAQMD's applicable threshold of significance, T-BACT would be implemented to reduce emissions. If the implementation of T-BACT would not reduce the risk below the threshold, then BAAQMD would deny the required permit.

Traffic generated by the proposed Project would consist of mostly light-duty gasoline-powered vehicles, which, unlike diesel-fueled heavy-duty trucks, are not a significant source of DPM or TAC emissions.

For operational activities, the proposed Project would be required to implement MM 4.B-2, which requires the following specifically related to operation:

MM 4.B-2 The City shall ensure that all projects in the Planning Area incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:

For operational activities, in order to comply with the *Air Quality and Land Use Handbook: A Community Health Perspective (*ARB 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into residential building design. For projects to be developed under the DNSP that include residential receptors within 1,000 feet of a source of TACs (stationary or CNR railroad), the appropriate measures shall include one of the following methods (as required by the 2010 California Green Building Standards Code, Chapter 5, Sections 5.106.5.2):

1. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the AR and the Office of

Environmental Health and Hazard Assessment requirements to determine the exposure of project residents to TACs prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

2. The project applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning Division and the Building Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
   a. Do not locate sensitive receptors near distribution center's entry and exit points.
   b. Do not locate sensitive receptors in the same building as a perchloroleythene dry cleaning facility.
   c. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
   d. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters shall be used.
   e. Retain a qualified HV consultant or HERS [Home Energy Rating System] rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
   f. Maintain positive pressure within the building.
   g. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
   h. Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
   i. Achieve a performance standard of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized.
   j. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&Rs [Covenants, Conditions, and Restrictions] for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV

system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

Because the proposed Project would include residential receptors, an analysis was conducted to assess the impacts on new residences from existing sources of TACs within 1,000 feet. Table 6 summarizes the potential health impacts at the Project site, including stationary sources, existing roadways and rail sources.

As shown in Table 5, the cumulative health impacts to future on-site residences from existing TAC emissions sources are below BAAQMD's cumulative thresholds for cancer risk, chronic hazards and $PM_{2.5}$ concentrations.

The latest California Building Code update in 2022 requires heating, ventilation and air conditioning (HVAC) systems with Minimum Efficiency Reporting Values (MERV-13) or better filtration in newly constructed multi-family homes, which serves to effectively mitigate the impacts of TACs and/or $PM_{2.5}$ for indoor exposure (and is consistent with MM 4.B-2). Therefore, MERV-13 filtration would serve to further reduce any potential health risks shown in Table 5 below.

Table 5: Cumulative Health Risks at the Project Site

Source	Cancer Risk (per million)	Chronic HI	$PM_{2.5}$ Concentration (mg/m^3)
Cumulative Health Risks at Project Site			
Air Basin Roadways (Soscol Avenue)	20.69	0.04	0.23
Air Basin Railways	0	0	0
BAAQMD Permitted Stationary Source: Generator (Facility ID 13492)	7.12	0	0.01
BAAQMD Permitted Stationary Source: Generator (Facility ID 13992)	0.01	0	0
BAAQMD Permitted Stationary Source: Generator (Facility ID 13993)	7.01	0	0.01
BAAQMD Permitted Stationary Source: Generator (Facility ID 18913)	5.57	0	0.01
BAAQMD Permitted Stationary Source: Generator (Facility ID 18950)	0	0	0
BAAQMD Permitted Stationary Source: Generator (Facility ID 19478)	1.92	0	0
BAAQMD Permitted Stationary Source: Generator (Facility ID 19851)	2.31	0	0

Source	Cancer Risk (per million)	Chronic HI	$PM_{2.5}$ Concentration (mg/m^3)
BAAQMD Permitted Stationary Source: Generator (Facility ID 200573)	2.74	0	0
Cumulative Health Risks at Project Site	**47.37**	**0.04**	**0.26**
BAAQMD's Cumulative Thresholds of Significance	**100**	**100**	**0.8**
Threshold Exceeded?	**No**	**No**	**No**

Notes:
BAAQMD = Bay Area Air Quality Management District
DPM = diesel particulate matter
HI = hazard index
$PM_{2.5}$ = particulate matter, including dust, 2.5 micrometers or less in diameter
mg/m^3 = micrograms per cubic meter
The health risks and concentrations from railway, roadway, and stationary sources are based on BAAQMD screening tools.

Therefore, the proposed Project would be consistent with the requirements of MM 4.B-2, Part 1, and no additional measures would be required. Thus, the proposed Project would not result in significant health impacts to nearby sensitive receptors during operation, nor would it result in significant health impacts to new residential receptors upon Project buildout.

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects to expose sensitive receptors and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

d) Odors

Would the project: Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?

Summary of DNSP EIR Findings

The DNSP EIR identified a less than significant impact related to odors. According to the DNSP EIR, typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. The DNSP does not include the development of these types of facilities. However, commercial development could provide uses that may include sources of odorous emissions (e.g.,

food service) that could be perceived as offensive to some individuals. Regarding land use compatibility of locating new sensitive receptors, there are no substantial existing sources of odor identified in the vicinity of the DNSP. In certifying the DNSP EIR, the City required the implementation of MM 4.B-3, which would require DNSP design guidelines and development standards, to include measures to reduce or avoid exposure of sensitive receptors to odors during development under the DNSP. As such, the DNSP EIR identified a less than significant impact.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project includes a mixed-use development that would consist of residential, retail, and hotel uses.

Odor impacts could occur if the proposed Project introduces a new odor source near existing receptors. The BAAQMD provides a list of specific odor-generating facilities. According to BAAQMD, residential, hotel, and retail uses are not odor-generating facilities.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel PM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with Project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

The proposed Project does not include any uses that may produce objectionable odors but would be required to implement all development standards and design guidelines in the DNSP. As such, impacts related to objectionable odors would be less than significant.

Therefore, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse emissions impact affecting a substantial number of people that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

MM 4.B-1 In order to be consistent with the MSM A-1 and MSM A-2 Transportation Control Measures (TCMs), the City shall require that the following measures be included as potential Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, where feasible and appropriate:

- Install charging units for electric vehicles at residences and businesses.

- Develop incentives for businesses to include preferential parking for electric and/or hybrid vehicles. (As required by the 2010 California Green Building Standards Code, Chapter 5, Section 5.106.5.2).

MM 4.B-2 The City shall ensure that the Specific Plan design guidelines and development standards incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:

For construction activities, measures may include, but not limited to, the following:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the State Airborne Toxics Control Measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Use new diesel engines that are designed to minimize DPM emissions (usually through the use of catalyzed particulate filters in the exhaust) or retrofitting older engines with catalyzed particulate filters which would reduce up to 85 percent of DPM emissions.

For operational activities, in order to comply with the Air Quality and Land Use Handbook: A Community Health Perspective (ARB 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into residential building design. For projects to be developed under the Specific Plan that include residential receptors within 1,000 feet of a source of TACs (stationary or CNR railroad), the appropriate measures shall include one of the following methods:

1. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the ARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents to TACs prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
2. The project applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning Division and the Building Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
   a. Do not locate sensitive receptors near distribution center's entry and exit points.

b. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.
c. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
d. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters shall be used.
e. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
f. Maintain positive pressure within the building.
g. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
h. Achieve a performance standard of at least four air exchanges per hour of recirculation.
i. Achieve a performance standard of 0.25 air exchanges per hour of unfiltered infiltration if the building is not positively pressurized.
j. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&Rs [Covenants, Conditions, and Restrictions] for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

MM 4.B-4 Implement Mitigation Measure 4.B-1 to ensure consistency with the BAAQMD TCMs to promote clean, fuel efficient, and zero-emission vehicles.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Air Quality, the proposed Project would not result in new significant air quality impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant air quality resources impact. There is no new information of substantial importance showing that significant air quality resources impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.4 Biological Resources *Would the project:*					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.C-1a MM 4.C-1b MM 4.C-1c
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than significant impact	No	No	No	None
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.C-1a MM 4.C-1b
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?					

Discussion

a) Special-status Species

Would the project: **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

Summary of DNSP EIR Findings

While Downtown is and is surrounded by a developed urban environment and relatively few special-status species are present, the DNSP EIR evaluated the potential impacts to special-status species that could result from full buildout of the DNSP. The DNSP EIR identified special-status plant and animal species known to occur or to have the potential to occur in the DNSP area, including Mason's lilaeopsis, Central Valley Chinook salmon, Central Coast steelhead, Sacramento splittail, California red-legged frog, foothill yellow-legged frog, northwestern pond turtle, special-status birds, and special-status bats.

The DNSP EIR identified several General Plan policies that address potential impacts to special-status species, including Policy NR-1.7, aimed specifically at protecting significant species and groves or clusters of trees during the development process; Policy NR-2.1, which requires the City to maintain information about the location of endangered, threatened, and rare species; Policy NR-2.3, which requires the City to refer development proposals in sensitive areas to appropriate State and federal agencies for review and comment; Policy NR-2.4, which requires the City to ensure the environmental review documents identify any feasible means of avoiding any net loss of habitat or habitat value for endangered, threatened, and rare species and their habitats; and Policy NR-4.7, which encourages projects to avoid covering creeks whenever possible.

Additionally, in certifying the DNSP EIR the City required the implementation of mitigation measures to further address potential impacts to threatened, endangered, candidate, sensitive, or special-status species. These mitigation measures included MM 4.C-1a, which requires implementation of design guidelines and development standards to protect fish species; MM 4.C-1b, which requires pre-construction special-status avian surveys; and MM 4.C-1c, which requires coordination with appropriate federal and State agencies on the avoidance of active nests. The DNSP EIR concluded that compliance with the above listed General Plan policies and implementation of the recommended mitigation measures would reduce impacts to a less than significant level.

Proposed Project Analysis and Conclusions

The Project site is currently fully developed with an existing department store, restaurants, and associated parking lot. According to the DNSP EIR and Appendix D: Biological Resurces Supporting Information, several special-status wildlife species are known to occur or have the potential to occur within or adjacent to the DNSP area, such as: the Mason's lilaeopsis, Central Valley Chinook salmon, Central Coast steelhead, Sacramento splittail, California red-legged frog, foothill yellow-legged frog, northwestern pond turtle, special-status birds, and special-status bats. Because of the developed nature of the Project site and lack of habitats that could support special-status species, it is unlikely that any of the special-status species identifies in the Planning Area would have the potential to occur on the Project site. However, notwithstanding the unlikely presence of any special species or habitat, the proposed Project would be required to comply with all mitigation measures adopted by the DNSP EIR for the purpose of protecting special-status species, including MM 4.C-1a, MM 4.C-1b, and MM 4.C-1c.

As such, the proposed Project would be required to avoid or compensate for the removal of riparian vegetation, design creek and river crossings so as to maintain connectivity and allow for unimpeded flow of water, conduct pre-construction special-status avian surveys, and avoid and protect any special-status birds nests identified in pre-construction surveys. No such removal or crossings are planned, and development in riparian areas would be avoided.

The proposed Project would also be required to comply with all General Plan policies and actions related to mitigating effects on special-status wildlife species, including Policies NR-1.1 trhough NR-1.8, NR-1.12, NR-1.13, NR-1.C, NR-1.E, NR-2.3, and NR-2.4. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. The effects of the proposed Project on special-status wildlife species also would be less than significant.

b) Riparian Habitat and Sensitive Natural Communities

Would the project: **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS) and determined there to be a less than significant impact in this regard. The DNSP EIR identified that the Planning Area contains both stream and riparian habitat, notably Napa Creek and the Napa River, which flow through and adjacent to Downtown and may therefore be affected by implementation of the DNSP. The DNSP EIR determined that conformance to General Plan policies and actions related to riparian habitats and sensitive communities would reduce impacts to habitat areas and wildlife movement corridors to a less than significant level. As such, the DNSP EIR identified a less than significant impact related to riparian habitats or other sensitive natural communites.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. Although the Project site is fully developed, it is located nearby to the Napa Creek riparian area. Conformance to General Plan Policies NR-1.1 through NR-1.5, NR-1.8, NR-1.13, NR-4.1 through NR-4.7, and PR-6.3, which protect riparian habitats and enforce setbacks and the planting of native vegetation, would ensure the proposed Project's impact on Napa Creek remains less than significant. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse riparian habitiat ot other sensitive natural community impact that was not previously identified in the DNSP EIR.

c) Federally Protected Wetlands

Would the project: **Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would impact federally protected wetlands and determined there to be a less than significant impact in this regard. The DNSP EIR identified no federally protected wetlands within the Planning Area; however,

Napa Creek and the Napa River both border or run through the Planning Area, and in-stream wetlands may occur in these waters. The DNSP EIR determined that the implementation of the DNSP EIR would be required to adhere to General Plan policies NR-1.1, NR-1.4, NR-1.5, NR-1.8, NR-1.13, NR-1.A, NR-1.D, NR-4.1 through NR 4.7, and PR-6.3, which relate to the protection of wetlands, Napa Creek, and the Napa River, which would reduce impacts to wetlands, streams, or riparian habitat to a less than significant level.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The Project site does not contain any federally protected wetlands; however Napa Creek runs outside of but adjacent to the Project site. As such, the proposed Project would be required to comply with all applicable General Plan policies and actions related to the protection of the Napa River, Napa Creek, and their associated wetlands, which would reduce potential impacts on wetland areas to less than significant levels. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse wetlands impact that was not previously identified in the DNSP EIR.

d) Fish or Wildlife Movement and Nursery Sites

Would the project: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of wildlife nursery sites and determined there to be a less than significant impact in this regard. The DNSP EIR determined that, while most of the Planning Area is developed and lacks habitat value, the Napa River, Napa Creek, and landscaped areas within the vicinity provide a wildlife corridor for fish, waterfowl, other birds, bats, and mammals. Development facilitated under the DNSP, such as the pedestrian trail improvements and railroad and road crossings, are not anticipated to substantially modify established migration or dispersal corridors; however, because some projects would be located near, on, and over Napa Creek and the Napa River, impacts as a result of these projects may occur. As such, in addition to compliance with all applicable General Plan policies relating to riparian habitats and wildlife corridors, the DNSP EIR implemented MM 4.C-1a and MM 4.C-1b to further reduce the effects on wildlife corridors. As such, impacts on fish and wildlife movement and nursery sites were found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The Project site is fully developed and is located in an urban environment, as such the presence of wildlife corridors on the Project site is unlikely. The proposed Project would be required to conduct pre-construction special-status avian surveys as per MM 4.C-1b, as well as to comply with all General Plan policies and actions related to the preservation of wildlife corridors. As such, impacts related to wildlife corridors and nursury sites would be less than significant. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact to fish and wildlife movement and nursery sites that was not previously identified in the DNSP EIR.

e) Conflict with Local Policies or Ordinances

Would the project: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and determined there to be a less than significant impact in this regard. The DNSP EIR determined that the Planning Area is covered by the City of Napa Municipal Code, and the City's General Plan. Development facilitated by the DNSP would not fundamentally conflict with any part of the Municipal Code or General Plan. Further, the Planning Area is not within any habitat conservation or natural community conservation plan and, therefore, no conflict with any habitat conservation or natural community conservation plan would result. As such, the DNSP EIR found impacts to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the Planning Area of the DNSP and therefore is governed by the same policies and ordinances as the DNSP. The proposed Project would be required to comply with all policies found in the General Plan and regulating City's Municipal Code, and the Project site is not within any habitat conservation or natural community conservation plan. Therefore, impacts related to conflicts with local policies and ordinances would be less than significant. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts. Therefore, the proposed Project would not result in any

peculiar effects and would not result in a new or more severe adverse biologocal resource impact that was not previously identified in the DNSP EIR.

f) Habitat Conservation Plan/Natural Community Conservation Plan

Would the project: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and determined there to be a less than significant impact in this regard. The DNSP EIR determined that the Planning Area is covered by the City of Napa Municipal Code, and the City's General Plan. Development facilitated by the DNSP would not fundamentally conflict with any part of the Municipal Code or General Plan. Further, the Planning Area is not within any Habitat Conservation Plan and, therefore, no conflict with any Habitat Conservation Plan would result. As such, the DNSP EIR found impacts to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the Planning Area of the DNSP and, therefore, is governed by the same policies and ordinances as the DNSP. The proposed Project would be required to comply with all policies found in the General Plan and regulations City's Municipal Code, and the Project site is not within any Habitat Conservation Plan. As such, impacts related to conflicts with adopted habitat conservation plans would be less than significant. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

MM 4.C-1a The City shall ensure that the project-specific and Specific Plan design guidelines and development standards incorporate the following measures to reduce or avoid impacts to fish species:

- Avoid, reduce, or compensate for indirect impacts to fish species; for example, removal of riparian vegetation would require compensatory shade plantings.
- Design creek and river crossings so as to maintain connectivity and allow for unimpeded flow of water, and if at all possible avoid building piers or footings within the channel.

MM 4.C-1b Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the nonbreeding season (August 31 through January 31). Construction activities commencing during the nonbreeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.

If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied: no further mitigation is required.

If active nests of special-status birds are found during the surveys: implement Mitigation Measure 4.C-1c.

MM 4.C-1c Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:

1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;
2. Distance and amount of vegetation or other screening between the Plan area and the nest; and sensitivity of individual nesting species and behaviors of the nesting birds.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Biological Resources the proposed Project would not result in new significant biological resources impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant biological resources impact. There is no new information of substantial importance showing that significant biological resources impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.5 Cultural and Tribal Cultural Resources *Would the project:*					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.D-1
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.D-2a MM 4.D-2b
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.D-4
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:					
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Less than significant impact with mitigation incorporated	None	None	None	MM 4.D-2a, MM 4.D-2b, MM 4.D-4

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	Less than significant impact with mitigation incorporated	None	None	None	MM 4.D-2a, MM 4.D-2b, MM 4.D-4

Discussion

a) Historical Resources

Would the project: **Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?**

Summary of DNSP EIR Findings

The DNSP EIR determined that development facilitated by the DNSP could potentially have a significant impact on historic architectural resources. The DNSP EIR identified and mapped historic

resources within the DNSP area. The Downtown commercial core is surrounded by several historic residential neighborhoods that contain historic architectural resources, including the Oxbow area located to the northeast. Implementation of the DNSP could potentially result in the alteration or demolition of recorded historic resources in Downtown. The DNSP EIR also found that new development under the DNSP could result in development pressure at or adjacent to historic resources, which could indirectly alter integrity through demolition or incompatible adjacent new construction.

The City General Plan contains policies to protect historic resources. Policies HR-1.1 through HR-1.20 provide the framework that the City uses to protect historic resources. Individual projects must demonstrate general consistency with the policies. In addition, the DNSP contains further design guidelines that must be consulted for any project involving a listed property or adjacent to a historic property (Appendix A).

The DNSP EIR determined that the implementation of City General Plan policies, in combination with guideline compliance, would reduce impacts to less than significant levels. However, because the guidelines are not regulatory requirements, in order to avoid potential impacts, MM 4.D-1, which mandates that any future development under the DNSP meet the intent and goals of the guidelines, was required. The DNSP EIR determined that impacts to historic resources are considered less than significant with the implementation of applicable General Plan policies and MM 4.D-1.

Proposed Project Analysis and Conclusions

The City's PastFinder database was consulted, as required by DNSP MM 4D-2a, which also requires incorporating the recommendation of the PastFinder database. The results from the database indicated that the Project site is located in a highly sensitive area for cultural resources. The database indicates that the Project site has been previously surveyed and recommendations from the survey report on file be consulted.

In order to obtain this survey report (State File No. 08856; 1986 Archaeological Reconnaissance of the Napa Transit Project), a records search at the Northwest Information Center (NWIC) was conducted on March 27, 2025, that also inculded, a review of recorded resources and reports to determine the existence of previously documented historical resources within the Project site and 0.5 mile surrounding it. The results of the record search indicates that 34 historic resources have been recorded within a 0.5-mile radius of the project site. The closest historic resource (P-28- 001295, Bridge No. 21C-97) partially addresses the Project site. Although the bridge is recorded partially within the Project boundaries, it has been previously evaluated for significance on the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and was determined to be ineligible. Additionally, the proposed Project would not impact the Napa Creek Corridor, including the bridge. Therefore, the bridge (P-28-001295, Bridge No. 21C-97) would not be impacted by the proposed Project. The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR.

The proposed Project is located in Downtown Napa and is adjacent to the Gordon Building, a known historic commercial building, and the First National Bank building. The proposed Project would be required to follow the City of Napa Downtown Historic Design Guidelines (outlined below) and consistent with MM 4.D-1, which would reduce any potential impacts on the Gordon Building and the First National Bank building to less than significant levels by preserving the buildings and matching the design of new buildings to the design standards of the Gordon Building and the First National Bank building (Exhibit 7 and Exhibit 8).

Historic Resources Design Guidelines:

New Construction Adjacent to Historic Resources:

- Consider how the style, massing, rhythm, setbacks, and materials of new construction may affect the character of adjacent historic resources.
- New construction near historic residential properties should be set back from the streetand should preserve the open space and rhythm between residences.
- New construction near historic commercial buildings can abut adjacent buildings to create a solid block face unless otherwise specified.
- If an addition or new construction is under consideration, reference the information for adjacent historic resources to verify that the proposed change is compatible with both the subject property and the adjacent historic resources.
- Because these Guidelines are not a regulatory document, the building code and zoning code should be consulted in addition to this document to confirm applicable development regulations for each property.

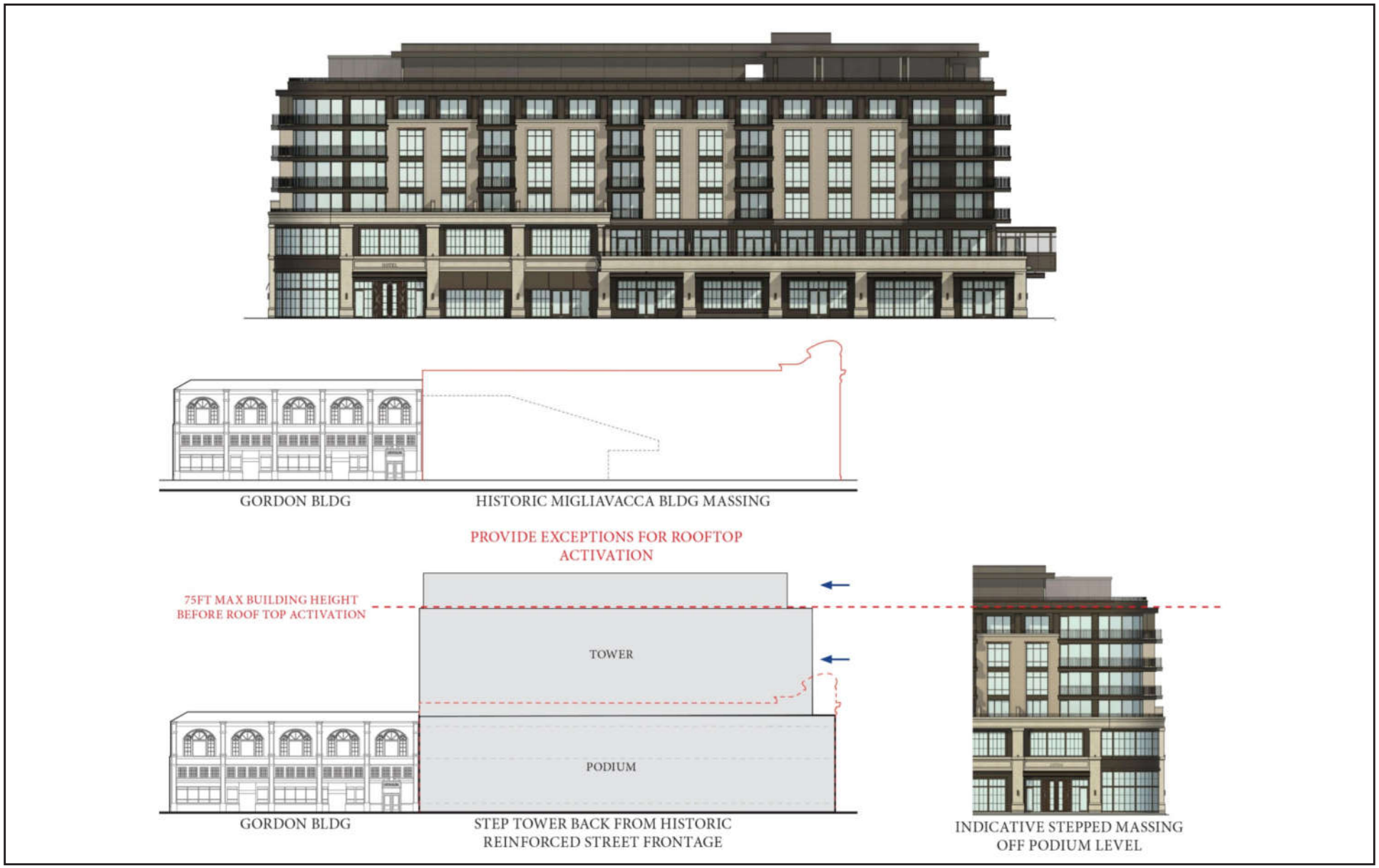
Secretary of the Interior's Standards of Historic Properties:

1. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
2. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Additions Adjacent to New Construction:

- Opportunities for adjacent new development may exist at the rear of the Gordon Building, currently a service alley and non-historic department store. The Gordon Building has a strong street presence, and therefore there are no height limitations relative to historic resources on adjacent new construction, except as otherwise prescribed by the DNSP Development Standards.

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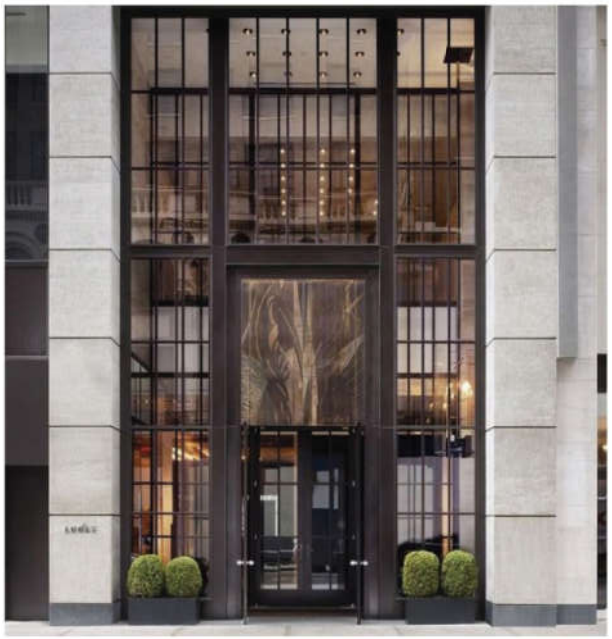


Source: RIOS. 10SB. April 2025.

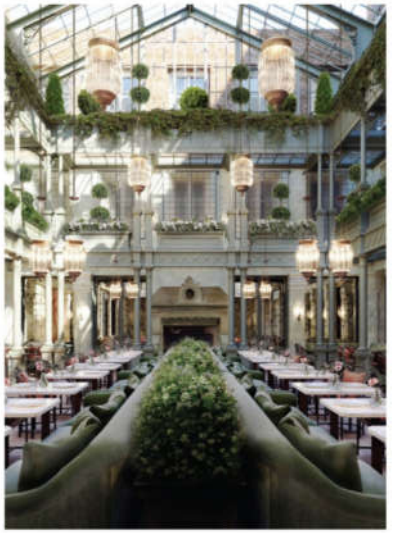
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An ADEC Innovation

Exhibit 7
Project Diagrams

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Source: RIOS. 10SB. April 2025.

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Exhibit 8
Project Design Features

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- The Brown Street Mall space should remain open space, or through street could be introduced. This building was historically on a prominent corner, and new construction should therefore be not abut the Brown Street Mall façade.
- The First National Bank building, within the Brown Street Mall, has a strong street presence and would not be threatened by new construction. Opportunities for new development may exist at non-historic building and surface parking lot to the east and north.
  - Adjacent new construction to the east may be up to three stories in height immediately adjacent to the subject building, but could step up higher toward the northeast corner.
  - No limitation on height or detail of new construction on the surface parking lot to the north of the subject building.

The project-specific Design Guidelines incorporate the applicable Historic Resource Design Guidelines for the Gordon Building and the First National Bank building. Impacts on historical resources would therefore be less than significant. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

b) Archaeological Resources

Would the project: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Summary of DNSP EIR Findings

The DNSP EIR determined that archaeological resources have not been previously recorded in the Planning Area. However, remnants of Native American civilization have been discovered all along Napa Creek and its tributaries, both outside of the Planning Area and within portions of the Planning Area with moderate and high sensitivity for archaeological resources. Additionally, while historic period development within the Planning Area may have covered and/or disturbed prehistoric archaeological materials, there is potential for obscured or deeply buried archaeological resources. In certifyin the DNSP EIR the City required implementation of MM 4.D-2a and MM 4.D-2b, which require review of the City's PastFinder database and adherence to standard procedures in the event human or archaeological remains are discovered during construction activities. The City found that adherence to these mitigations measures would reduce the DNSP's impact on archaeological resources to less than significant levels.

Proposed Project Analysis and Conclusions

As noted above, the City's PastFinder archaeological database was consulted, as required by DNSP MM 4D-2a, which also requires incorporating the recommendations of the PastFinder database. The results from the database indicated that the Project site is located in an area of high archaeological sensitivity; however, a previous archaeological evaluation determined that no archaeological resources are present within the proposed project boundaries.

The database also stated that the recommendations of the archaeological evaluation should be consulted and implemented where applicable to the proposed Project. To obtain the archaeological evaluation noted in the PastFinder report, along with any other supporting information, a subsequent records search at the NWIC was conducted on March 27,2025 (Appendix E), to determine the existence of previously documented archaeological resources. The results of the record search indicates that, in addition to the 34 historic resources noted above, one pre-contact archaeological resource has been recorded within a 0.5 mile of the Project site. No archaeological resources have been recorded witin the Project site.

The proposed Project would require earthmoving activities during construction that may uncover or disturb previously unknown subsurface archaeological resources. MM 4.D-2a has been partially satisfied through the preparation of the City's PastFinder archaeological database and the NWIC record search. Consistent with MM 4.D-2a, which calls for the site-specific recommendations of the previous archaeological evaluation report identified in the City's PastFinder archaeological database (S-008856) to be implemented, a qualified Archaeologist should be present to monitor any construction activities which would result in subsurface earth movement. With the implementation of MM 4.D-2b as outlined in the DNSP EIR, and Implementation Measure (IM) CUL-1, which details the full-time monitoring requirement as recommended by the report, impacts to archaeological resources associated with the development of the proposed Project would be mitigated to a less than significant level, consistent with the analysis and findings in the DNSP EIR.

c) Human Remains

Would the project: Disturb any human remains, including those interred outside of formal cemeteries?

Summary of DNSP EIR Findings

The DNSP EIR identified a less than siginificant impact related to disturbing human remains. Although unlikely to occur, development facilitated by the proposed DNSP could disturb any human remains, including those interred outside of formal cemeteries, as such remains could exist anywhere in Downtown. The DNSP EIR implemented MM 4.D-4, which ensures that treatment of any human remains and associated or unassociated funerary objects discovered during soil-disturbing activities comply with applicable State laws. As such, impacts were found to be less than significant with mitigation.

Proposed Project Analysis and Conclusions

The results of the the City's PastFinder archaeological database, the NWIC records search results determined the Project site and the surrounding area is highly sensitive for archaeological resources. The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. While it is unlikely that the presence of human remains exists within or near the Project site, there is always the possibility that subsurface construction activities associated with the proposed Project could potentially damage or destroy

previously undiscovered human remains. With implementation of MM 4.D-4, impacts related to disturbance of human remains would be less than significant.

d) Listed or Eligible Tribal Cultural Resources

Would the project: **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**

Summary of DNSP EIR Findings

Since the preparation of the DNSP EIR, Assembly Bill (AB) 52 was signed into law on September 25, 2014, and provides that any public or private "project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) is a project that may have a significant effect on the environment." TCRs include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the CR or included in a local register of historical resources." Under prior law, TCRs were typically addressed under the umbrella of "cultural resources," as discussed above. AB 52 formally added the category of "tribal cultural resources" to CEQA and extends the consultation and confidentiality requirements to all projects, rather than just projects subject to Senate Bill (SB) 18.

SB 18 (Government Code § 65352.3) incorporates the protection of California traditional Tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American Tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB 18 requires public notice to be sent to Tribes listed on the NAHC SB 18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter timeframe has been agreed upon by the Tribe), indicating whether they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan. According to the DNSP EIR, the City completed the Tribal consultation process in accordance with SB 18 prior to the adoption of the DNSP and certification of the DNSP EIR.

Proposed Project Analysis and Conclusions

A review of the City's PastFinder archaeological database, the NWIC records search results determined the Project site and the surrounding area is highly sensitive for archaeological resources, however the records searches failed to identify any listed or eligible for listing TCRs that may be adversely affected by the proposed Project Furthermore, the results from the Native American

Heritage Commission (NAHC) Sacred Land File (SFL) search results conducted on March 28, 2025, were positive for TCRs within the Project boundaries. As such, no eligible or potentially eligible TCRs will be adversely be affected by the proposed Project. In the event that undiscovered TCRs, are encountered during Project-related gorund disturbance, the proposed Project would be required to implement MM 4.D-2b, MM 4.D-4, and IM CUL-1 in order to reduce potential adverse effects to less than significant levels. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

e) Lead Agency Determined Tribal Cultural Resources

Would the project: **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?**

Summary of DNSP EIR Findings

After the preparation of the DNSP EIR, AB 52 amended CEQA to identify an additional category of resources to be considered under CEQA identified as “tribal cultural resources” and added Public Resources Code Section 21074 which further defines TCRs, as described above. However, according to the DNSP EIR, the City completed the Tribal consultation process in accordance with State law prior to the adoption of the DNSP and certification of the DNSP EIR.

Proposed Project Analysis and Conclusions

Consultation under AB 52 applies when a lead agency prepares an EIR or ND. It is not applicable to the preparation of a checklist or addendum. The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR.

The City has not identified any significant TCR on the Project site. As previously mentioned above, the results of the NAHC SLF search were positive for TCRs within the Project boundaries. Although the PastFinder and NWIC record search results failed to identify TCRs within the Project site, the proposed Project would still be required to implement MM 4.D-2b, MM 4.D-4, and IM CUL-1 in order to reduce potential adverse effects to less than significant levels. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

MM 4.D-1 The City shall require that any future development under the Specific Plan meets the intent and goals of the City of Napa Downtown Historic Design Guidelines. This includes any project that would alter historic resources or would be constructed adjacent to a historic resource.

MM 4.D-2a When specific projects are proposed under the Specific Plan that involves ground-disturbing activity into native soils, the City's "PastFinder" archaeological database shall be consulted. Recommendations provided by the "PastFinder" database shall be implemented based on a parcel's archaeological sensitivity. In those cases where a site-specific cultural resources study is necessary, it shall be performed by qualified cultural resources professional. The study will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic period deposits, and preparation of a technical report that meets federal and State requirements. If significant resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant.

MM 4.D-2b Should any archaeological artifacts be found during construction in the Planning Area, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified Archaeologist shall inspect the findings within 24 hours of the discovery. If the site is determined to contain significant cultural resources, funding will be provided to identify, record, report, evaluate, and recover the resources as necessary. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.

MM 4.D-4 The treatment of any human remains and associated or unassociated funerary objects discovered during soil-disturbing activities shall comply with applicable State laws. Such treatment would include immediate notification of the Napa County Coroner. In the event of the coroner's determination that the human remains are Native American, the coroner shall notify of the Native American Heritage Commission, which would appoint a Most Likely Descendant (MLD) (PRC § 5097.98). The archaeological consultant, the Event Authority, and MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines § 15064.5[d]). The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters. If the MLD

and the other parties could not agree on the reburial method, the Event Authority shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

Project-specific Implementation Measures

In order to implement MM 4.D-1, MM 4.D-2b and MM 4.D-4 the proposed Project should implement the following Project-specific IM (MM 4D-3 is discussed in Section 4.7(f), below):

IM CUL-1 Archaeological Monitoring

A qualified Archaeological Monitor reporting to the qualified Project Archaeologist shall be present during all initial Project-related ground disturbance, which includes but is not limited to, clearing, grubbing, trenching, and grading to check for the inadvertent discovery of archaeological resources or human remains.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Cultural Resources and Tribal Cultural Resources, the proposed Project would not result in new significant cultural resources impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant cultural resources impact. There is no new information of substantial importance showing that significant cultural resources impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.6 Energy *Would the project:*					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant impact	No	No	No	MM 4.B-1
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	Less than significant impact	No	No	No	MM 4.B-1

Discussion

The impacts of energy use were analyzed in the DNSP EIR in the context of criteria air pollutant and greenhouse gas (GHG) emissions resulting from the project.

a) Energy Use

Would the project: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Summary of DNSP EIR Findings

As disclosed in the DNSP EIR, new development under the DNSP would result in the commitment of existing and planned sources of energy, which would be necessary for the operation of the proposed hotel development. However, the DNSP incorporates energy-conserving features, as required by the California Building Code and California Energy Efficiency Standards (Title 24) and the City's adopted

High-Performance Building Ordinance, which provides for 15 percent higher energy efficiency than Title 24 for new development. The DNSP also incorporates sustainable construction policies and features where feasible or as otherwise required by law that would strive to meet the Leadership in Energy and Environmental Design (LEED®) Program over the long-term, resulting in a more energy-efficient development and reduced consumption using local materials and labor. As such, impacts on energy use resulting from the DNSP were found to be less than significant.

Proposed Project Analysis and Conclusions

Construction

PG&E provides electricity and natural gas service to the proposed Project site. The construction of the proposed Project would include grading, excavation, site preparation, and construction of the proposed mixed-use development. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the Project site (e.g., site clearing and grading), and the actual construction of the building. Petroleum-based fuels, such as diesel fuel and gasoline, would be the primary sources of energy for these tasks. The types of on-site equipment used during construction of the proposed Project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, excavators, forklifts, and pavers.

The overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited. However, the proposed Project does include several measures that would improve the efficiency of the construction process. Implementation of the BAAQMD BMPs would restrict equipment idling times to 5 minutes or less and would require the applicant to post signs on the Project site reminding workers to shut off idle equipment. Thus, it is anticipated that the construction phase of the proposed Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be less than significant.

Operation

The proposed Project would consume energy as part of building operations and transportation activities The proposed Project would incorporate energy-efficient features to comply with the City's adopted High-Performance Building Ordinance. The proposed green building measures ensure the proposed Project would not use energy in an inefficient or wasteful manner. The proposed Project would incorporate the following green building measures:

- Bicycle parking to reduce vehicular load
- EV charging
- Light pollution reduction
- Energy-efficient standards per code
- Cool roof design
- Reduced indoor/outdoor water use
- Increased daylighting thru design

- Building and material design to improve longevity of materials and prevent water intrusion
- Construction waste and recycling plan
- Building operations plan for recycling and waste reduction
- Building operations plan for energy-efficient operation and monitoring
- Building material selection to reduce pollutants and improve indoor air quality

As previously discussed, the proposed Project would be considered to result in a potentially significant impact if it would result in wasteful, inefficient, or unnecessary consumption of energy resources. Considering the guidance provided by Appendix F of the CEQA Guidelines and the Appellate Court decision in *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) 75 Cal.App.5th 63, 164–168, the proposed Project would be considered to result in wasteful, inefficient, or unnecessary consumption of energy resources if it would conflict with the following energy conservation goals:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas, or oil; and
- Increasing reliance on renewable energy sources.

Decreasing Overall Per Capita Energy Consumption

The proposed Project's buildings would be designed and constructed in accordance with CALGreen energy efficiency standards of Title 24. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help to reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and would promote energy conservation. Moreover, the proposed Project would be constructed according to the City's High-Performance Building Ordinance, which includes numerous energy-efficient and green building features as described above. Therefore, the proposed Project would be consistent with this criterion. The decreasing reliance on fossil fuels and increasing use of renewable energy discussed below would also reduce per capita energy consumption for the proposed Project.

Decreasing Reliance on Fossil Fuels

The proposed Project would incorporate elements from the High-Performance Building Ordinance, and the California Green Building Standards Code. These Project design features would reduce the amount of electricity used by the proposed Project during operation and, consequently, the amount of fossil fuels needed to generate power to meet this demand. For example, low water demand landscaping would reduce the amount of water that would need to be conveyed to the Project site.

Increasing Reliance on Renewable Energy Sources

As previously discussed, the proposed Project would include the installation of EV charging which would accelerate the region's and proposed Project's adoption of EVs and allow the future transportation energy supply necessary for residents, employees, and visitors to be substituted with

renewable energy sources. As such, the proposed Project would facilitate a greater dependence on renewable energy sources for building and transportation energy demands. Therefore, the proposed Project would be consistent with this criterion.

Overall

As discussed above, the proposed Project's energy consumption would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, consistent with the guidance derived from Appendix F of the CEQA Guidelines and the Appellate Court decision in *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) 75 Cal.App.5th 63, 164–168. The construction-related and operation-related impacts related to electricity, natural gas, and fuel consumption would be less than significant. Therefore, the proposed Project would not introduce new significant environmental impacts or substantially increase the severity of previously analyzed significant effects under any scenario. No additional analysis is required, and impacts would remain less than significant.

Thus, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts due to the application of design features and/or BMPs. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

b) Energy Efficiency and Renewable Energy Standards Consistency

Would the project: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Summary of DNSP EIR Findings

The DNSP includes policies to encourage energy efficiency and green building techniques for project-level implementation. Buildout of the DNSP is subject to the regulations in the City's High-Performance Building Ordinance and Title 24. As such, the DNSP EIR determined a less than significant impact relating to consistency with a State or local plan for renewable energy or energy efficiency.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would be required to comply with all DNSP policies relating to energy efficiency, as well as the City's High-Performance Building Ordinance and Title 24.

The proposed Project would utilize electricity and natural gas from PG&E. According to PG&E, approximately 100 percent of its electricity is currently obtained from zero-emission sources and

approximately 33 percent is from renewable energy sources.[12] Therefore, the proposed Project's electricity provider meets the State's current objective of 33 percent renewable energy. The proposed Project's electricity provider would also be required to meet the State's future objective of 60 percent of in-State electricity sales being generated from renewable energy sources by 2030.

The proposed buildings would also be compliant with Title 24 Standards, the City's High-Performance Building Ordinance, and would adhere to the energy efficiency, water efficiency, and material conservation requirements. Therefore, the proposed Project would be consistent with all applicable energy policies and plans, and this impact would be less than significant.

Therefore, the proposed Project would be consistent with all applicable energy efficiency plans. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Energy, the proposed Project would not result in new significant energy resources impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant energy resources impact. There is no new information of substantial importance showing that significant energy resources impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

[12] Pacific Gas and Electric Company (PG&E). 2024. Electric Power Generation Mix. Website: https://www.pge.com/assets/pge/docs/account/alternate-energy-providers/PCE_ElectricPowerGenerationMix.pdf. Accessed April 25, 2025.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.7 Geology and Soils *Would the project:*					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	Less than significant impact	No	No	No	None
ii) Strong seismic ground shaking?	Less than significant impact	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact	No	No	No	None
iv) Landslides?	No impact	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant impact	No	No	No	None
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant impact	No	No	No	None
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.D-3

Discussion

a) Earthquake Hazards

Would the project: **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) Strong Seismic Ground Shaking; (iii) Seismic-related ground failure, including liquefaction; (iv) Landslides.**

i) Fault Rupture

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault as delineated on the Alquist-Priolo Earthquake Fault Zoning Map and determined there would be a less than significant impact because the DNSP Planning Area is not located within an Alquist-Priolo Fault Rupture Hazard Zone.[13] The West Napa Fault Zone, which is the nearest active fault, lies approximately 1.4 miles west of the DNSP Planning Area.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would result in the construction of a mixed-use development in accordance with the DNSP and the areas previously evaluated by the DNSP EIR.

[13] California Department of Conservation (DOC). 2024. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 30, 2024.

The Project site is also not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults that cross the Project site.[14] The West Napa Fault zone, which is the nearest active fault, lies approximately 1.4 miles to the west of the Project site. Compliance with the California Building Standards Code (CBC) would further reduce impacts related to fault rupture. As such, impacts associated with the development of the proposed Project within the DNSP Planning Area would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts associated with fault rupture.

ii) Ground Shaking

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would directly or indirectly cause potential substantial adverse impacts involving strong seismic ground shaking and determined these impacts would be less than significant. The DNSP EIR indicated that the West Napa Fault lies within the City, approximately 1 mile outside the Planning Area of the DNSP, while the Green Valley-Concord Fault lies within 10 miles of the City. Several active faults with the potential to generate strong ground shaking in the City are within 50 miles of the City. The DNSP EIR determined that compliance with the CBC and with policies laid out in the General Plan related to earthquake safety would reduce the potential damage and personal injury that would result from ground shaking. Therefore, the DNSP EIR concluded that impacts related to seismic ground shaking would be less than significant.

Proposed Project Analysis and Conclusions

As stated above, the proposed Project is not within any Alquist-Priolo Fault Zones; however, the abundance of active faults within a 50-mile radius of the City would subject the Project site to seismic ground shaking due to its proximity and potential earthquake magnitude of these faults. Compliance with building regulations outlined in the CBC, DNSP, and General Plan would reduce the impact of potential damage and personal injury caused by seismic ground shaking. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any significant impacts in this regard.

iii) Ground Failure

Summary of DNSP EIR Findings

The DNSP EIR found that a major earthquake in the region may cause seismic-related ground failure that could potentially cause damage, destruction, or injury to development and persons resulting from development facilitated by the DNSP. The DNSP EIR determined that impacts would be less than significant.

As discussed in (ii), the San Francisco Bay Area is likely to experience at least one major earthquake within the next 30 years. However, development standards require proper engineering that minimizes

[14] California Department of Conservation (DOC). 2024. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 30, 2024.

seismic hazards through industry standard geotechnical practices and structural design. The City's Building Code addresses ground failure that may damage buildings. The code requires new construction to incorporate measures and materials that meet minimum performance standards. The City's General Plan policies further reduce the risk of ground failures. Policies HS-1.1 through 1.6 generally restrict development in high hazard areas or require geotechnical investigations.

Development may be permitted if special construction features are incorporated in project design. While damage and injury cannot be completely avoided, the General Plan policies and City Building Code reduce the potential for damage and personal injury. Therefore, the DNSP EIR determined that impacts would be less than significant.

Proposed Project Analysis and Conclusions

The proposed Project site is not within a known liquefaction zone identified by the California Geological Survey (CGS).[15] Areas in close proximity to the Napa River were identified in the DNSP EIR as being susceptible to liquefaction. The Project site is approximately 504 feet away from the Napa River; however, as stated above, new construction which follows the building regulations outlined in the CBC would reduce the potential impacts of liquefaction on development. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts in this regard.

iv) Landslides

Summary of DNSP EIR Findings

The DNSP EIR determined that the buildout of the DNSP would result in no impacts related to landslides. According to the DNSP EIR, the Planning Area contains slopes that are less than 15 percent in grade and are not considered susceptible to landslides or slope failure. The gentle sloping topography of the area results in a very low potential for landslides or slope failure to affect any new development in the DNSP Planning Area.

Proposed Project Analysis and Conclusions

The proposed Project is in a flat, urban area and is not within a known landslide zone identified by the CGS.[16] As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts related to landslides.

[15] California Department of Conservation (DOC). 2024. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 30, 2024.

[16] California Department of Conservation (DOC). 2024. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 30, 2024.

b) Erosion

Would the project: Result in substantial soil erosion or the loss of topsoil?

Summary of DNSP EIR Findings

The DNSP EIR determined that the buildout of the DNSP would result in a less than significant impact relating to erosion and loss of topsoil. According to the DNSP EIR, every construction project in the State of California that causes a disturbance of one acre or more of soil through grading, clearing, and or excavation is subject to the General Construction Stormwater Permit (Construction General Permit), adopted by the California State Water Resources Control Board (State Water Board). In order to complete the Construction General Permit application, the applicant must first submit a Notice of Intent (NOI) to obtain coverage under the Construction General Permit. This Construction General Permit requires dischargers to develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies the BMPs that would prevent construction pollutants, including sediment, from reaching storm drains, with the intent of keeping all products of erosion from moving off-site into receiving waters. Furthermore, the SWPPP would also include BMPs to control erosion associated with grading, trenching, and other ground surface-disturbing activities. Therefore, the DNSP EIR determined that compliance with requirements in the Construction General Permit during the DNSP buildout would reduce the impacts of erosion and topsoil loss to less than significant.

Proposed Project Analysis and Conclusions

The Project site is in a heavily urbanized area that is predominantly covered by paved surfaces; however, grading and construction of the proposed Project would expose the Project site to the effects of wind and water. The proposed Project's development would exceed the one acre minimum and would be subject to the requirements in the Construction General Permit. Therefore, the proposed Project would be required to develop and implement a SWPPP, which would reduce the potential impacts of erosion and topsoil loss to less than significant levels. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts related to erosion or topsoil loss.

c) Unstable Soils or Geologic Units

Would the project: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP could potentially be subjected to geologic hazards, including unstable geology. Geologic materials vary within the DNSP area, which may contain geologic hazards such as compressed fill materials with differential settlement characteristics. The soil survey conducted for the DNSP EIR indicates that the majority of the DNSP area consists of soils derived from alluvium sources, with the exception of a small area

rock outcrop. Placing development in areas known to contain unstable geological units could cause significant damage to structural foundations if not properly engineered.

The following General Plan policies would help to ensure that any new development would be built to appropriate standards:

Policy HS-2.1 The City shall seek to minimize grading and impermeable surfaces in high-erosion areas. If grading or impermeable surfaces are necessary, they shall be properly engineered and drained to reduce runoff and erosion.

Policy HS-2.2 The City shall consider natural landform contours and geologic conditions in the development of roadways and individual project design.

Policy HS-2.3 The City shall continue to regulate development on hillsides to reduce the hazards posed by soil erosion and landslides.

Policy HS-2.4 The City shall require that an erosion control plan be prepared and approved for development on slopes of 15 percent or greater. The plan should include limitations on vegetation removal, revegetation, and installation of other erosion and sedimentation control measures.

The City General Plan and Building Code require new construction to incorporate measures that reduce risk from geologic hazards. Policy HS-1.3, combined with building code requirements, would require detailed investigations of subsurface materials and require mitigation, if necessary, as a condition of approval. The results of that investigation would help develop project engineering and methods to mitigate geologic hazards. Therefore, impacts resulting from the DNSP were determined to be less than significant.

Proposed Project Analysis and Conclusions

The proposed Project would be required to comply with all building standards outlined in the City's General Plan, as well as in the Building Division and CBC. The Project site is located in a flat, urbanized area and, according to the CGS, is outside of any liquefaction or landslide zones.[17] As such the proposed Project's impacts on liquefaction, landslides, or lateral spreading as a result of unstable soils would be less than significant. Compliance with General Plan policies related to seismic hazards as well as building standards outlined by the Building Division and the CBC would reduce the effects of subsidence and collapse due to unstable soils to less than significant levels. As such, impacts associated with the development of the proposed Project would be less than significant; consistent with the analysis in the DNSP EIR; and the proposed Project would not result in any significant impacts in this regard. No Project-specific or site-specific mitigation is necessary for the proposed Project.

[17] California Department of Conservation (DOC). 2024. Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 30, 2024.

d) Expansive Soils

Would the project: Be located on expansive soil, creating substantial *direct or indirect* risks to life or property?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP could potentially be subjected to geologic hazards, including expansive soils. Geologic materials vary within the DNSP area, which may contain geologic hazards such as compressed fill materials with differential settlement characteristics. Placing development on unstable soils could cause significant damage to structural foundations if not properly engineered.

Only site-specific testing could identify the presence of expansive soils. However, the soil survey prepared for the DNSP EIR identified a variety of soils, predominantly silt and clay loams. Therefore, it is very likely that the DNSP area contains some expansive soils.

General Plan policies would help to ensure that any new development would be built to appropriate standards. The City General Plan and Building Code require new construction to incorporate measures that reduce risk from geologic hazards. Policy HS-1.3, above, combined with building code requirements would require detailed investigations of subsurface materials. The results of that investigation would help develop project engineering and methods to mitigate geologic hazards. The DNSP EIR found this impact would to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would include a mixed-use development in accordance with the City's General Plan, Building Division, and CBC, in order to reduce potential impacts related to expansive soils. The proposed Project also would be required to conduct a site-specific geological investigation prior to construction to determine the potential presence of any evidence of expansive soils in accordance with all applicable State and local requirements, including building code requirements. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any significant impacts. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified the DNSP EIR.

e) Septic Tanks

Would the project: Have soils incapable of supporting the use of septic tanks or other alternative wastewater disposal systems where sewers are not available?

Summary of DNSP EIR Findings

The DNSP EIR determined that all new development in the DNSP Planning Area would be served by existing municipal wastewater infrastructure; therefore, no impacts on soils related to the use of septic tanks or alternative wastewater systems would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. Consistent with the DNSP EIR, the proposed Project would not include any use of septic tanks or alternative wastewater systems and would connect directly to existing municipal wastewater systems on the Project site. As such, impacts associated with the development of the proposed Project within the DNSP area would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts.

f) Destruction of Paleontological Resource or Unique Geologic Feature

Would the project: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of DNSP EIR Findings

The DNSP EIR states that the City is generally underlain by Pleistocene alluvium which has high paleontological potential, therefore subsurface excavations beyond previously disturbed soils could disturb or destroy paleontological resources. Therefore, impacts from the buildout of the DNSP on paleontological resources would be potentially significant. The DNSP EIR provided MM 4.D-3 which would require training earthmoving crews on the appearance of fossils, procedures to follow if any are discovered, and ensuring that a Paleontologist assesses the significance of any fossil find, and recovers it, if appropriate. With implementation of MM 4.D-3, impacts on paleontological resources would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The Project site is in an urban area with no known unique geological features. Since the DNSP Planning Area is generally underlain by geology with high paleontological potential, the effects of the proposed Project on paleontological resources would be potentially significant. As evaluated in the DNSP EIR, and required in the MMRP for the Specific Plan, implementation of MM 4.D-3 would reduce the Project's potential impacts on paleontological resources to less than significant levels. No additional analysis required.

Relevant DNSP EIR Mitigation Measures

MM 4.D-3 Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil

find and notifying a qualified Paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers but may involve using a videotape of the initial training and/or written materials rather than in-person training by a Paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the Paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Geology and Soils, the proposed Project would not result in new significant geology and soils impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant geology and soils impact. There is no new information of substantial importance showing that significant geology and soils impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.8 Greenhouse Gas Emissions *Would the project:*					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and unavoidable impact	No	No	No	MM 4.B-1 and MM 4.B-4
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Significant and unavoidable impact	No	No	No	MM 4.B-1 and MM 4.B-4

Discussion

a) Greenhouse Gas Emissions

Would the project: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Summary of DNSP EIR Findings

The DNSP EIR identified a significant and unavoidable impact related to the impact of greenhouse gas (GHG) emissions on the environment. Using the BAAQMD GHG Model, the DNSP EIR determined that the per capita emission rate generated by the implementation of the DNSP would be 7.7 metric tons per service population per year, which exceeds the BAAQMD adopted threshold of 6.6 metric tons per service population per year. Therefore, GHG emissions of development facilitated by the DNSP would have a significant impact using the methodology and significance criteria of the BAAQMD, the air quality regulatory agency with jurisdiction over the Planning Area. The DNSP EIR implemented MM 4.B-5, which imposes Green Building and Development Measures on new development projects and requires them to demonstrate that GHG emissions from operation would

be reduced by 30 percent from business-as-usual 2020 emissions levels. According to the DNSP EIR, implementation of MM 4.B-5 would reduce GHG emissions associated development facilitated by the DNSP. However, even with mitigation, emissions-related development facilitated by the DNSP would remain cumulatively significant because of the large size of the development and related substantial GHG emissions.

Proposed Project Analysis and Conclusions

The DNSP EIR utilized BAAQMD thresholds of significance for evaluating potential GHG impacts which (at the time) were based on meeting State-mandated GHG reduction targets for the year 2030. Since the time of the publication of the DNSP EIR, the BAAQMD has updated the recommended thresholds in the 2022 CEQA Air Quality Guidelines to address State-mandated GHG reduction targets for years beyond 2030. The new thresholds state that, if a project would contribute its "fair share" of what will be required to achieve California's long-term climate goal of carbon neutrality by 2045, then a reviewing agency can find that the impact will not be significant because the project will help to solve the problem of global climate change. The thresholds for new land use projects require projects to meet either of one of two enumerated Criteria "A" or "B" as shown below (Table 6). If a land use development project cannot demonstrate consistency with Criterion A or Criterion B, then that project would result in a potentially significant impact related to the generation of direct and indirect GHG emissions.

Table 6: BAAQMD Thresholds for Land Use Projects

Thresholds for Land Use Projects
A. Projects must include, at a minimum, the following project design elements: 1. Buildings a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development). b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the CEQA Guidelines. 2. Transportation a. Achieve a reduction in project-generated Vehicle Miles Traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA: i. Residential projects: 15 percent below the existing VMT per capita ii. Office projects: 15 percent below the existing VMT per employee iii. Retail projects: no net increase in existing VMT b. Achieve compliance with off-street electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2.

Thresholds for Land Use Projects
B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under CEQA Guidelines Section 15183.5(b).
Notes: CEQA = California Environmental Quality Act CALGreen = California Green Building Standards Code Projects must be consistent with either Criterion A or Criterion B. Source: Bay Area Air Quality Management District (BAAQMD). 2022. CEQA Guidelines. April 20.

Project consistency with Criteria A is based on incorporating project design criteria based on key attributes consistent with the 2022 Scoping Plan and long-term carbon neutrality goals. Projects incorporating these elements would be contributing their "fair share" of what will be required to achieve California's long-term climate goal of carbon neutrality by 2045. These include criteria for building energy design (elimination of natural gas) as well as criteria related to reduction in transportation emissions via VMT reductions and installation of EV charging infrastructure.

The City does not have a GHG reduction plan or Clean Air Plan for evaluation against Criteria B. Therefore, the proposed Project was evaluated against Criteria A, as outlined above.

Construction

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from construction activities are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed Project. Therefore, construction emissions would be less than significant.

Operation

As previously discussed, the BAAQMD's proposed 2022 GHG significance thresholds represent a method for determining whether the proposed Project would be cumulatively considerable or whether the proposed Project contributes to solving the cumulative problem of climate change, taking into consideration the State's long-term climate goal of carbon neutrality by 2045.

The proposed Project is evaluated against the design elements in Criterion A of BAAQMD's 2022 GHG Significance thresholds as follows:

- **All-electric design**: The proposed project is not committed to being all-electric in design, and therefore the proposed Project would not comply with this design element.
- **Energy efficiency**: Electricity providers supplying electricity to the proposed Project are required to comply with both the Renewable Portfolio Standard (RPS) and SB 350 and will meet these standards. PG&E, the electricity provider in Napa, is ahead of the SB 350 target with 50 percent of its base energy supply presently coming from renewable sources. Furthermore, the proposed Project would comply with all relevant Energy Code and CALGreen

requirements which would ensure energy efficiency. Therefore, the proposed Project is consistent with this design element.

- **VMT impact**: According to BAAQMD thresholds, projects that achieve a reduction in project-generated VMT below the regional average would meet this criteria. Residential projects are defined as 15 percent below the existing VMT per capita, and retail projects are defined as no net increase in VMT. The Association of Bay Area Governments (ABAG) Vehicle Miles Traveled Screening Map indicates a less than significant impact for the proposed Project. The proposed Project is in a transit priority area and is at least 15 percent below the regional average (and Countywide average).[18] In addition, the Draft VMT and Trip Generation Assessment conducted by W-Trans for the proposed Project assessed the anticipated VMT and vehicular trip generation characteristics of the proposed Project, and found that VMT would have less than significant impacts for the residential, hotel and retail components of the proposed Project. Therefore, the proposed Project is consistent with this design element.
- **Tier 2 EV Charging Infrastructure**: The last design element relates to implementation of CALGreen Tier 2 level of EV charging infrastructure, which is beyond the mandatory CALGreen requirement of EV charging spaces. MM 4.B-1 requires the installation of charging units for EVs at residences and businesses, and the development of incentives for businesses to include preferential parking for electric and/or hybrid vehicles. However, MM 4.B-1 lacks the level of specificity needed to ensure the charging units for electric vehicle at residences and businesses would meet Tier 2 requirements. Therefore, even with implementation of MM 4.B-1, the proposed Project would not be consistent with this design element.

In summary, the proposed Project would satisfy two of the four design elements as outlined in the BAAQMD GHG threshold Criterion A. Construction and operation of the proposed Project would be required to comply with all federal, State, and local regulations related to GHG emissions. The proposed Project would also implement MM 4.B-5 through compliance with the City's High-Performance Building Regulations and CALGreen standards, which have been updated since the adoption of the DNSP. The proposed Project would also implement MM 4.B-1, MM 4.B-4, and MM 4.B-5, which would serve to further reduce GHG emissions. However, because the proposed Project would not satisfy all design elements outlined in the BAAQMD thresholds of significance, the proposed Project would result in a significant impact related to GHG emissions. The DNSP EIR concluded that, even with mitigation, GHG emissions-related development facilitated by the DNSP would remain cumulatively significant because of the large size of the development and related substantial GHG emissions. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any peculiar GHG emission effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

[18] Association of Bay Area Governments (ABAG). VMT Screening Map. Website: https://mtc.maps.arcgis.com/apps/dashboards/6ff269ac90784909939f5ed8813ac5de. Accessed April 25, 2025.

b) Greenhouse Gas Emissions Reduction Plan Conflict

Would the project: Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of DNSP EIR Findings

The DNSP EIR identified a significant and unavoidable impact related to conflict with a GHG emissions reduction plan. Even with the implementation of MM 4.B-5, which is intended to reduce GHGs on a project-by-project basis, the DNSP EIR determined that the impact relating to conflicts with a GHG emissions reduction plan would be significant and unavoidable.

With respect to consistency with AB 32 and its Climate Change Scoping Plan, this analysis acknowledges that BAAQMD derived the per capita efficiency threshold from emission levels required to be met to achieve AB 32 goals. Therefore, these quantitative thresholds were used to assess whether the DNSP would conflict with AB 32. Because development facilitated by the DNSP would emit GHGs that exceed the service population-based efficiency thresholds of the BAAQMD which were derived based on AB 32 attainment goals, implementation of the DNSP would also conflict with AB 32 and its associated planning efforts. The City's General Plan, at the time the document was published, did not include policies explicitly designed to address GHG emissions and climate change. However, the Draft Napa Countywide Community Climate Action Plan included aggressive reduction measures to achieve 1990 GHG levels by 2020. Based on the substantial reductions required by these measures and the changing regulatory environment pertaining to GHGs, it was not clear whether the GHG reduction strategies described in the Draft Climate Action Plan were feasible for the DNSP. Thus, the DNSP could conflict with the goals identified in the Draft Napa Countywide Community Climate Action Plan.

Proposed Project Analysis and Conclusions

The consistency of the proposed Project with respect to ARB's 2022 Scoping Plan is discussed below.

2022 Scoping Plan

The ARB 2022 Scoping Plan for Achieving Carbon Neutrality was approved in December 2022 and expands on prior scoping plans and recent legislation, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the State's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or sooner. To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG emissions reductions, technology, and clean energy mandated by statutes; reduction of short-lived climate pollutants; and mechanical carbon dioxide (CO_2) capture and sequestration actions. The 2022 Scoping Plan identifies three priority areas where emissions reductions are targeted to achieve its long-term goal of carbon neutrality. Those priority areas include transportation electrification, VMT reduction, and building decarbonization.

- **Building decarbonization:** As previously discussed, the proposed Project has not committed to an all-electric design and would therefore be inconsistent with this key priority area.
- **VMT impact**: As discussed in Impact GHG-1, the proposed Project would have less than significant VMT impacts. Therefore, the proposed Project is consistent with this key priority area.
- **Transportation Electrification**: As discussed previously, MM 4.B-1 would require implementation of charging units for EVs, as well as the development of incentives for businesses to include preferential parking for electric and/or hybrid vehicles. Therefore, the proposed Project is consistent with this key priority area.

It cannot be assured that the proposed Project would be all-electric in design, and therefore the proposed Project would be inconsistent with the 2022 Scoping Plan, which would result in a significant impact related to conflicts with GHG emissions reduction plans. The proposed Project would be required to comply with all federal, State, and local regulations regarding GHG emissions reduction goals and would implement MM 4.B-1 and MM 4.B-4 to reduce GHG emissions. However, impacts associated with the development of the proposed Project would remain significant. The DNSP EIR concluded that, even with mitigation, GHG emissions-related development facilitated by the DNSP would remain cumulatively significant because of the large size of the development and related substantial GHG emissions. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any peculiar effects in conflict with any applicable plan, policy or regulation, and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

MM 4.B-1 In order to be consistent with the MSM A-1 and MSM A-2 Transportation Control Measures (TCMs), the City shall require that the following measures be included as potential Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, where feasible and appropriate:

- Install charging units for electric vehicles at residences and businesses.
- Develop incentives for businesses to include preferential parking for electric and/or hybrid vehicles. (As required by the 2010 California Green Building Standards Code, Chapter 5, Section 5.106.5.2).

MM 4.B-4 Implement Mitigation Measure 4.B-1 to ensure consistency with the BAAQMD TCMs to promote clean, fuel efficient and zero-emission vehicles.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to GHG emissions, the proposed Project would not result in new significant GHG emission impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in

an increase in the severity of a previously identified significant GHG emission impact. There is no new information of substantial importance showing that significant GHG emission impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.9 Hazards and Hazardous Materials *Would the project:*					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant impact	No	No	No	None
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant impact	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Not Addressed	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Not Addressed	No	No	No	None
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not Addressed	No	No	No	None
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	Not Addressed	No	No	No	None

Discussion

a) Routine Transport, Use, or Disposal of Hazardous Materials

Would the project: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP would include increased commercial, retail, and hotel land uses that could involve the transportation, use, or storage of hazardous materials that could cause a potential impact to public health and/or safety risks to facility workers, residents, and visitors, and the surrounding area. Proposed development would be expected to increase the use of chemical products considered hazardous materials or waste. The DNSP does not propose industrial uses that may use or transport hazardous materials.

Projects that involve the handling, using, or transporting of hazardous materials would be required to follow applicable laws and regulations. As described in the DNSP EIR, the City would require future development to comply with all applicable State and local regulatory requirements, including building code requirements, and coupled with the County's Hazardous Materials Management Plan which avoid or minimize the potential impacts. In addition, transportation routes would be identified and regulated by Caltrans to minimize impacts. Therefore, impacts would be less than significant.

Proposed Project Analysis and Conclusions

The proposed Project would include the construction of a hotel, as well as retail and residential uses, which could involve the transport, use, and disposal of hazardous materials. Development of the proposed Project would also include the temporary transport, use, or disposal of typical hazardous materials (e.g., diesel fuels, lubricants, solvents, asphalt, pesticides, and fertilizers) during the proposed Project's construction phase. During construction and operation, the proposed Project would be required to comply with all applicable federal, State, and local laws and regulations related to the safe transport, use, and disposal of hazardous materials, as well as General Plan policies HS-7.1 through HS-7.3 as described above, which would ensure impacts remain less than significant. The proposed Project would not result in any peculiar hazardous materials effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any significant impacts.

b) Risk of Upset

Would the project: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether construction facilitated by the DNSP could potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Construction activities associated with development may involve the transport and use of hazardous materials; however, they would be used in limited quantities and only temporarily stored on-site.

As discussed in the Hydrology and Water Quality discussion, the City would require construction projects to develop and implement a SWPPP, which contains measures to prevent and contain hazardous materials from spreading off-site. Furthermore, as discussed in (a) above, hazardous materials generated by demolition activities would be disposed of according to applicable laws and regulations. Compliance with existing regulations would address potential upsets and accidents, and, therefore, impacts were found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would be required to comply with all applicable federal, State, and local laws and regulations that relate to the safe transport, use, and disposal of hazardous materials. The proposed Project would also be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which requires the preparation and implementation of a SWPPP for construction activities. Impacts related to spills of hazardous materials would be mitigated by the SWPPP and would be reduced to less than significant levels. The proposed Project would not result in any peculiar release of hazardous materials effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

c) Exposure of Schools to Hazardous Materials or Emissions

Would the project: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Summary of DNSP EIR Findings

The DNSP EIR determined that no impacts would occur related to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The DNSP EIR concluded that there are no current or proposed

industrial uses in the Planning Area and, therefore, the proposed uses in the Planning Area would not include any hazardous emissions or handle hazardous materials, substances, or waste such that it would put occupants of the school at risk. As a result, no impact would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The nearest school to the proposed Project, Blue Oak Elementary School, is approximately 0.18 mile west of the Project site. However, industrial uses would not be included in the proposed Project. Therefore, the proposed Project would not include any hazardous emissions or handle hazardous materials within a quarter mile of a school. The proposed Project would not result in any peculiar hazardous materials effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

d) Hazardous Materials Sites

Would the project: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP on land previously impacted by release of hazardous materials could potentially expose residents or workers to hazardous materials or wastes. The EIR identified previously developed lots that may contain underground storage tanks. The tanks could pose a risk from leaked petroleum hydrocarbons or other chemical constituents. As a result, exposing residents was considered a potentially significant impact.

As summarized in the DNSP EIR, a number of sites were listed on regulatory agency databases. The DNSP EIR identified all properties listed on the State Water Board GeoTracker database within the DNSP area.

To address potential impacts, the DNSP EIR discusses City General Plan policies and the County's Certified Unified Program Agency. Policy HS-7.1 requires continued participation in the Unified Program. The Program evaluates risks and remediation efforts on contaminated sites. Other existing requirements include preparing Phase I Environmental Site Assessments (ESAs) which evaluate historical uses and evaluate sub-surfaces for possible contamination. If necessary, a project would undertake investigations and remediation efforts with oversight by several agencies. This includes the County's Department of Environmental Management, the Regional Water Quality Control Board (RWQCB), and the California Department of Toxic Substances Control (DTSC). The DNSP EIR

concluded that because completion of cleanup activities with agency oversight would be completed prior to construction (as a condition of approval), impacts would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, nor does it contain any known underground storage tanks.[19] Accordingly, the policies identified in the DNSP EIR related to contaminated sites are not applicable to the proposed Project. The Project site currently contains a vacant Kohl's department store, three restaurants, the Dwight Murray Plaza, and a shared parking lot, while the Public Realm Parcel includes an existing City parking lot, the 9/11 Memorial Garden, and a pedestrian corridor. The proposed Project would not be located on a hazardous materials site and would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any significant impacts.

e) Airports

Would the project: **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Summary of DNSP EIR Findings

The DNSP EIR identified that no impacts would occur related to airport-related safety hazards for people residing or working in the Planning Area. According to the DNSP EIR, the closest airstrip or airport to the Planning Area is the Napa County Airport located approximately 5.41 miles south, well outside of the Airport Land Use Plan. Therefore, there would be no potential impacts to any airports.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The nearest airport to the Project site, Napa County Airport, is located 5.41 miles south of the Project site, placing it outside of the boundary of the Airport Land Use Plan. Therefore, no impacts would occur related to airport-related safety hazards for people residing or working in the Planning Area. The proposed Project would not be located within an airport land use plan and would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts

[19] California Environmental Protection Agency (Cal/EPA). 2024. Cortese List Data Results. Website: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed October 31, 2024.

associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any significant impacts.

f) Emergency Response and Evacuation

Would the project: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and determined there would be no impact. The DNSP EIR determined that the buildout of the DNSP could result in an increased resident, employee, and visitor population in the Planning Area, and although the buildout of the DNSP would alter the existing street network by removing the one-way couplets and forming two-way flow, it would comply with all emergency vehicle access requirements as a condition of construction. It was determined by the DNSP EIR that the buildout of the DNSP would not impede an established emergency access route or interfere with emergency response requirements and would not result in permanent road closures. Therefore, no impacts to emergency response or evacuation plans would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would not result in any road closures and would employ a fire access plan which would provide adequate emergency access to the Project site. Fire access would be provided via Main Street through the Main Street drop-off/loading loop. Adequate turnaround distance would be provided for emergency vehicles through a turnaround area in a portion of the Brown Street Corridor adjacent to the drop-off/loading loop. Therefore, the proposed Project would not conflict with the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impacts would occur. The proposed Project would not result in any peculiar effects to an adopted emergency response plan or emergency evacuation plan and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

g) Wildland Fires

Would the project: Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would impair implementation of or physically interfere with an adopted emergency response plan or

emergency evacuation plan and determined there would be no impact. The DNSP EIR determined that the DNSP Planning Area is located within an urbanized area that is not immediately adjacent to any wildlands, and all construction that might be associated with the DNSP would be required to adhere to Building Fire Codes that are designed to minimize the potential for uncontrolled fires. Therefore, implementation of the DNSP would not expose people or structures to significant risk of wildland fires.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within an urbanized area and is outside of any Fire Hazard Severity Zones (FHSZs).[20] As such the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, the Project would not result in any new or more severe impacts with respect to wildland fires that were not previously analyzed and disclosed in the DNSP EIR and no further environmental analysis is required.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Hazards and Hazardous Materials, the proposed Project would not result in new significant hazards and hazardous materials impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant hazards and hazardous materials impact. There is no new information of substantial importance showing that significant hazards and hazardous materials impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

[20] California Department of Forestry and Fire Protection (CAL FIRE). 2024. Fire Hazard Severity Zones in State Responsibility Area. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed October 31, 2024.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.10 Hydrology and Water Quality *Would the project:*					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than significant impact	No	No	No	None
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No impact	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
(i) result in substantial erosion or siltation on- or off-site;	Less than significant impact	No	No	No	None
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than significant impact	No	No	No	None
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than significant impact	No	No	No	None
(iv) impede or redirect flood flows?	Less than significant impact	No	No	No	None
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not Addressed	No	No	No	None

Discussion

a) Water Quality

Would the project: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Summary of DNSP EIR Findings

The DNSP EIR considered the potential for development facilitated by the DNSP to violate water quality standards, violate waste discharge requirements, or otherwise degrade water quality by increasing nonpoint source pollutants in stormwater runoff.

The DNSP EIR identified the potential for pollutants to wash into local waterways during storm events. Pollutants include oils, fuels, heavy metals, pesticides, and other contaminants common to City streets and parking lots. Sediments may pollute local waterways caused by erosion from construction activities and urban uses such as landscaping maintenance and litter. The pollutants could ultimately wash into the Napa River and Napa Creek, already identified as impaired waters. Therefore, the development facilitated by the DNSP could create a potentially significant impact.

However, development facilitated by the DNSP would be subject to City guidelines, ordinances, and permitting requirements. As described in the DNSP EIR, the RWQCB prepared the San Francisco Bay Basin Water Quality Control Plan, which provides regulations and measures that apply to development contemplated in the DNSP. Future projects would comply with applicable regulations and implement control measures through construction permits to ensure protection of municipal water sources, wildlife and aquatic habitat, and recreational resources.

The City is required to develop a Stormwater Management Plan and obtain a permit that allows for stormwater discharge. The Stormwater Management Plan describes BMPs, measurable goals, and timetables to achieve water quality goals. The plan and subsequent permits include educational components, apply to construction sites, and require operational measures to avoid or minimize pollutants from entering waterways.

The City also developed a Stormwater Runoff Pollution and Control Ordinance. The ordinance is intended to protect water resources and improve water quality. The City adopted standards for off-site and on-site stormwater management practices, prohibited deliberate discharges, established authority to manage and control pollutant sources, and adopted requirements for project site design that apply to project construction and operational phases. Therefore, impacts were found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would be required to comply with all applicable federal, State, and local laws and regulations governing water quality and stormwater quality standards. The proposed Project would be required to create and implement a SWPPP that would further reduce potential impact related to stormwater quality. The proposed Project would also include design features that would increase stormwater retention and filtration, like permeable pavers and stormwater planters. The proposed Project would not result in any peculiar water quality effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

b) Groundwater

Would the project: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin and determined there to be no impact in this regard. The DNSP EIR determined that the underlying groundwater aquifer in the Planning Area is not used for water supply purposes and no groundwater extraction beyond minor temporary dewatering activities that may be required for construction would be facilitated by the DNSP. The DNSP includes stormwater management guidelines encouraging design features that would increase pervious surfaces and, as a result, groundwater recharge. Therefore, DNSP EIR determined that there was no adverse potential impact associated with development facilitated by the DNSP relative to the depletion of groundwater supplies.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would not include any groundwater extraction infrastructure and would include pervious surfaces and bioretention area that would facilitate groundwater infiltration. The proposed development is consistent with the development foreseen in the DNSP, and the proposed Project would connect directly to existing water supply infrastructure on the Project site. The proposed Project would not result in any peculiar groundwater effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

c) Drainage

Would the project: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site;

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion and determined there to be a less than significant impact in this regard. The DNSP EIR determined that adherence to the City's Storm Water Management Plan and Stormwater Runoff Pollution Control Ordinance would require erosion and sedimentation control measures for construction and operation; therefore, potential impacts related to erosion on or off-site would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would be required to develop and implement a SWPPP which would include measures to reduce the potential effects of erosion on- or off-site to less than significant levels. The proposed Project would not result in any peculiar erosion or siltation effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and determined there to be a less than significant impact in this regard. The DNSP EIR determined that although the Planning Area is largely developed and covered primarily by impervious surfaces such as roads, buildings, and parking lots, the development under the DNSP would include design features that incorporate stormwater management guidelines such as permeable pavers and stormwater retention areas. The DNSP EIR also determined that adherence to the City's Storm Water Management Plan and Stormwater Runoff Pollution Control Ordinance would require source controls of stormwater volumes either through detention or local infiltration, as well as generally improve drainage facilities over existing conditions. As such, impacts on surface runoff from the buildout of the DNSP were found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would be required to develop and implement a SWPPP, which would include measures to reduce the potential effects of surface runoff to less than significant levels. Design features, such as permeable paver, planter strips, and bioretention areas, would help control runoff from the Project site and would facilitate infiltration to reduce the effects of on or off-site flooding. The proposed Project would not result in any peculiar surface runoff effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and determined there to be a less than significant impact in this regard. The DNSP EIR determined that adherence to the City's Storm Water Management Plan and Stormwater Runoff Pollution Control Ordinance, as well as the incorporation of stormwater management design features, would generally

improve drainage facilities over existing conditions and would limit the amount of runoff that would be directed off-site and could even reduce volumes over existing conditions. As such, the buildout of the DNSP was found to have a less than significant impact of stormwater on existing drainage systems.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project includes stormwater management design features, such as permeable pavers and planter strips, which would reduce the amount of runoff that would be directed off-site and increase infiltration on the Project site. The proposed Project would also be required to develop and implement a SWPPP which would contain measures to reduce the effects of stormwater runoff and reduce potential strain on local drainage systems. The proposed Project would not result in any peculiar stormwater capacity or pollution effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

(iv) impede or redirect flood flows?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows and determined there to be a less than significant impact in this regard. The DNSP EIR determined that the buildout of the DNSP would alter flood flows through new development on previously vacant sites, but the introduction of design features that incorporate stormwater management guidelines would likely result in a net reduction in stormwater flows off-site through the addition of pervious surfaces. As such the impact on flood flows was found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would include design features that incorporate stormwater management guidelines, as well as incorporate a SWPPP which would reduce the level of stormwater directed off-site. The proposed Project would not result in any peculiar flood flow effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

d) Risk of Pollutant Release Due to Inundation

Would the project: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation and determined there to be a less than significant impact in this regard. The DNSP EIR determined that the Planning Area was located outside of any areas at risk of tsunamis, seiches, or mudflows and that there would be no impacts related to these hazards.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the DNSP Planning Area, which is located outside of any areas at risk of tsunamis, seiches, or mudflows. A portion of the Project site is designated as an area of 0.2 percent Annual Chance Flood Hazard.[21] Adherence to General Plan policies and actions related to flood hazards as well as the City's Floodplain Management Ordinance would reduce the proposed Project's impacts on flood hazards on the Project site. The proposed Project would not result in any peculiar inundation-caused pollutant release effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

e) Water Quality Control or Sustainable Groundwater Management Plans Consistency

Would the project: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of DNSP EIR Findings

The DNSP EIR did not identify a significant impact related to conflict or obstruction of implementation of a water quality control plan or sustainable groundwater management plan.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would adhere to all local, State, and federal laws and regulations related to water quality and groundwater, as well as all General Plan and DNSP policies related to groundwater conservation and infiltration. Additionally, the

[21] Federal Emergency Management Agency (FEMA). 2024. FEMA Flood Map Service Center. Website: https://msc.fema.gov/portal/search?AddressQuery=napap%20ca. Accessed March 14, 2025.

proposed Project would develop and implement a SWPPP, which would contain measures to maintain groundwater quality standards. The proposed Project would not conflict with or obstruct any water quality and groundwater plans and would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, the proposed Project would not interfere with the implementation of any adopted water quality control plan. Impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be than significant.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Hydrology and Water Quality, the proposed Project would not result in new significant hydrology and water quality impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant hydrology and water quality impact. There is no new information of substantial importance showing that significant hydrology and water quality impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.11 Land Use and Planning *Would the project:*					
a) Physically divide an established community?	Less than significant impact	No	No	No	None
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant impact	No	No	No	None

Discussion

a) Division of an Established Community

Would the project: Physically divide an established community?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would physically divide an established community and identified a less than significant impact. The DNSP EIR determined that the buildout of the DNSP would not include any major planned roadways, such as freeways that would divide Downtown or individual neighborhoods or subareas. The DNSP EIR also determined that the DNSP would include objectives to increase circulation throughout the Planning Area, including new and improved pedestrian and bicycle pathways and converting streets from one-way to two-way. The DNSP also includes new land use designations to provide for sensitive transition to adjacent residential areas that surround the Planning Area, like DMU and Downtown Residential. As such, the DNSP EIR determined that the buildout of the DNSP would have a less than significant impact related to physically dividing an established community.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would develop mixed uses in accordance with DNSP within the Focus Area previously evaluated by the DNSP EIR. The proposed Project is located in the most dense urban area of Napa and is surrounded by commercial and retail uses on all sides of the Project site. The proposed Project does not include any development that would block roadways or cut off circulation through the City. Instead, the proposed Project's New Plaza would restore the urban grid and re-establish connections and circulation. Construction of the proposed Project would not require the permanent closing of any roadways and would be consistent with urban land use in the surrounding area. The proposed Project does include many updates to circulation through the Project site, such as the reactivation of the Brown Street Corridor, as well as the addition of a new pedestrian corridor extension that would provide a connection from Coombs Street to the existing 9/11 memorial as part of the proposed Public Realm improvements. The proposed Project would not result in any peculiar effects that would physically divide an established community and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would have a less than significant impact.

b) Conflict with Applicable Land Use Plans, Policies, or Regulations

Would the project: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by the DNSP could potentially conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project (including, but not limited to a general plan, specific plan, local coastal program, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating an environmental effect. The DNSP EIR notes that a policy inconsistency is considered a significant adverse impact only if the inconsistency would result in a significant adverse physical impact based on the established significance criterion.

The proposed DNSP land use districts would not represent a substantial departure from the existing controls such that incompatible land uses would be developed. In general, it is anticipated that future development allowed by these new districts would result in a more cohesive DCC area that transitions to mixed uses. The DNSP would provide development guidelines to guard surrounding neighborhoods from incompatible densities. Subsequent actions required for implementation of the DNSP include amendments to the City General Plan and Land Use Map and amendments to the City Zoning Code and maps to ensure consistency. Therefore, the DNSP EIR determined that the DNSP would not conflict with any applicable land use policies adopted for the purpose of avoiding or mitigating an environmental effect.

Proposed Project Analysis and Conclusions

The DNSP Land Use Designation for the Project site, including Dwight Murray Plaza, is DCC, Downtown Core Commercial with the Parking Lot Parcel designated DMU. The proposed Project does not conflict with such land use designations and related policies. For the most part, the Napa 2040 General Plan Update copied the land use designations throughout the DNSP boundary. However, the General Plan Land Use Diagram (2040 General Plan Update, Figure 2-3) depicts Dwight Murray Plaza as "Open Space and Parks" which is consistent with the City's Parks plan listing of Dwight Murray Plaza as a "Civic Space" (2040 General Plan Update, Table 4-4). Under the 2040 General Plan Update, "Civic Spaces" include small, landscaped spaces and gathering areas. Generally smaller than one acre in size and easily traversed on foot, Civic Spaces provide social space that is often supported by amenities such as benches, tables, landscaping, public art, water features, or other amenities for community events. These spaces are typically located within Downtown districts, high-density urban areas, and transit stations, but are community-wide assets. Civic Spaces can provide for the day-to-day open space needs of nearby residents and employees, as well as shoppers, transit users, and people attending community events. They help balance high-density development and communicate neighborhood character. The City currently provides nine Civic Spaces for a total of 4.3 acres. (See 2040 General Plan Update §4.6)

The proposed Project would replace and increase the size of Dwight Murray Plaza, which would be relocated to the New Plaza on the Project site. The PD Overlay and Development Agreement regulate the development and public use of the required New Plaza. Under Napa Municipal Code 17.42.020, Planned Development Overlay Districts may be combined with any principal zoning district consistent with the purpose and provisions of the district. Here the DCC, DMU and Parks designations will be combined with the PD Overlay designation. The specific purposes of the Planned Development Overlay District under Napa Municipal Code 17.42.010 are to encourage high quality, innovative and creative development design, and possibilities for varied or mixed uses and to provide a mechanism for preservation of open space, natural or historic features while continuing to permit efficient use of land. Through the use of the proposed Project's PD Overlay, high quality, innovative and creative development design and preservation of Civic Spaces is accomplished with the Project's New Plaza relocated on the Project site with a larger public area that connects the pedestrian corridor at the Shops on First Street to the 9/11 Memorial area. The plaza relocation further supports the implementation of the DNSP Town Center Focus Area.

The DNSP Entertainment Overlay District Map also would be amended to include the entirety of the Project site. Portions of the Project site are currently within the Entertainment Overlay District. Including the entire site would provide the proposed Project a uninform permitting standard to implement entertainment uses and activities allowed by the DNSP.

The relocation of the Civic Space on-site does not conflict with the General Plan Map designation or the Napa 2040 General Plan or DNSP because relocating the Civic Space's Parks designated area would not remove the plaza from the site; instead the New Plaza would not reduce the number of Civic Spaces and would increase the size and quality of Civic Spaces in furtherance of 2040 General Plan Update Goals and Policies: Goal LUCD-1, Goal LUCD-2, Goal LUCD-3, LUCD 3.4, LUCD 3.4, Goal LUCD 20, Goal LUCD 21, Goal LUCD 22, Goal CSPR-9, CSPR9-12, and CSPR 10.1. Because the relocation of the plaza through the PD Overlay and Development Agreement does not affect

goals, policies, or other adopted portions of the General Plan as described above, the PD Overlay's relocation of the Civic Space on-site is not considered a General Plan Amendment under Section 1.9 of the 2040 General Plan. With respect to the DNSP Entertainment Zone Map amendment, the change makes the site cohesive as contemplated in the DNSP Focus Area and would not introduce new uses or environmental impacts.

The remaining land use analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would develop mixed uses in accordance with the DNSP within the Focus Area previously evaluated by the DNSP EIR. The proposed Project would include a Zoning Amendment which would designate the entire Project site under the PD Overlay. The PD Overlay would establish specific use provisions, intensity and density, maximum floor area, and maximum height, along with other development standards that would be required as part of the future design review for the proposed Project. The PD Overlay also establishes project-specific Design Guidelines prepared to facilitate creating a blend of dense residential and commercial uses, plazas and promenades, and natural areas that would advance some of the key goals for the Downtown Napa Specific Plan Town Center Focus Area.

The proposed Project would be required to comply with all land use regulations established by the PD Overlay, as well as any General Plan policies or actions regarding land use that would result in adverse effects to the environment if not followed. The proposed PD Overlay designation contains site-specific regulations and development standards consistent with the DNSP, which provides a height limit of 75 feet for the entire property and densities that do not exceed the combined density of the existing DCC and DMU designations. The PD Overlay designation, entertainment zone expansion, and Design Guidelines would not represent a substantial departure from the existing use regulations and development standards in the DNSP, and they further implement the DNSP Focus Area. The changes proposed would still be within the interest of development contemplated for the DMU and DCC districts within Downtown I and II and applicable to the site as evaluated in the DNSP EIR. The proposed Project would not result in any peculiar land use planning effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would have a less than significant impact.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Land Use and Planning, the proposed Project would not result in new significant land use and planning impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant land use and planning impact. There is no new information of substantial importance showing that significant land use and planning impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.12 Mineral Resources *Would the project:*					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	No impact	No	No	No	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No impact	No	No	No	None

Discussion

a, b) Loss of Minerals Resources of Statewide or Local Importance

Would the project: **a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?**

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Summary of DNSP EIR Findings

The DNSP EIR identified no impacts related to mineral resources. According to the DNSP EIR, the DNSP Planning Area is located in a developed urban area that has no known existing mineral resources and is mapped by the California Department of Mines and Geology as MRZ-1, an area where adequate information indicates a low likelihood of significant mineral resources. Therefore,

implementation of the DNSP would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State and would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Implementation of the DNSP would have no impact on mineral resources.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is located within the Planning Area of the DNSP and therefore is mapped by the California Department of Mines and Geology as MRZ-1, which would classify the Project site as an area where adequate information indicates a low likelihood of significant mineral resources. There are also no known mineral recovery sites within the Planning Area of the DNSP; therefore, the development of the proposed Project would not have an impact in this regard. The proposed Project would not result in any peculiar mineral resource effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Mineral Resources, the proposed Project would not result in new significant mineral resources impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant mineral resources impact. There is no new information of substantial importance showing that significant mineral resources impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.13 Noise *Would the project:*					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local or noise ordinance, or applicable standards of other agencies?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.I-1a, MM 4.I-1b, MM 4.I-1c
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact with mitigation incorporated	No	No	No	MM 4.I-3
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No impact	No	No	No	None

Discussion

a) Noise Levels in Excess of Adopted Standards

Would the project **Result in Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development under the DNSP could generate a temporary increase in ambient noise level in the City during construction periods. The DNSP EIR identified Mitigation Measures MM 4.I-1a, MM 4.I-1b, and MM 4.I-1c to reduce construction-related noise impacts. These measures require implementation of best available noise control technologies (e.g., upgraded mufflers, acoustical shielding), restricted hours of operation for construction activities and equipment servicing, use of quieter construction methods where feasible (e.g., hydraulic tools), installation of temporary sound barriers for high-noise activities such as pile driving, and posting of on-site notices outlining noise control requirements. Additionally, the DNSP EIR provides the City with authority to require adjustments to construction methods in response to noise complaints. Implementation of these measures was found to reduce construction-related noise impacts to less than significant levels.

The EIR also evaluated whether operational noise from both stationary and mobile sources would result in a significant permanent increase in ambient noise levels. Stationary noise sources, such as mechanical ventilation (HVAC) systems, were determined to be subject to compliance with the City's General Plan policies and Municipal Code Noise Ordinance. The City of Napa Noise Ordinance (Municipal Code Chapter 8.08) limits exterior noise levels from mechanical equipment to 50 dBA at nearby residential property lines during nighttime hours (9:00 p.m. to 7:00 a.m.) and establishes an interior noise standard of 45 dBA. These standards are intended to protect sensitive receptors from operational noise. Based on this regulatory framework, the DNSP EIR concluded that stationary operational noise would be less than significant with compliance. Mobile sources associated with increased traffic volumes were also analyzed. Although some roadways were projected to exceed 65 dBA Ldn, the DNSP EIR concluded that noise increases resulting from the Specific Plan buildout would not exceed the 3 dBA threshold for a perceptible change in ambient noise and would therefore be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would implement Mitigation Measures 4.I-1a through 4.I-1c identified in the DNSP EIR to reduce construction-related noise impacts. These measures require incorporation of noise control best practices, restricted construction hours, acoustic shielding of equipment, use of quieter construction techniques, and the

City's authority to enforce compliance. Implementation of these measures would ensure that construction noise impacts remain less than significant.

During long-term operations, the Project would include mechanical heating, ventilation, and air conditioning (HVAC) systems typical of a mixed-use development. These stationary sources would be required to comply with Napa Municipal Code Chapter 8.08, which establishes performance standards for mechanical equipment. Specifically, mechanical systems must not exceed 50 dBA L_{eq} at the nearest residential property line during nighttime hours (9:00 p.m. to 7:00 a.m.) and interior noise levels must not exceed 45 dBA CNEL. Based on the traffic study prepared for the Project, operational traffic generated by the Project would generate 48 fewer average daily trips than the trips generated by the existing land uses. Therefore, Project traffic would not result in any perceptible increases in ambient noise levels and would clearly not exceed the 3 dBA increase significance threshold. As such, operational noise impacts from stationary and mobile sources would be less than significant, and no additional mitigation would be required.

Therefore, the proposed Project would not result in any peculiar ambient noise level environmental effects related to noise, and no new mitigation measures are warranted. Impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

b) Groundborne Vibration

Would the project result in: Generation of excessive groundborne vibration or groundborne noise levels?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the Specific Plan would generate excessive groundborne vibration or groundborne noise levels and concluded that impacts would be less than significant with mitigation. The EIR identified that conformance with General Plan policies related to development, construction activities, and noise regulation would reduce construction-related groundborne vibration impacts to less than significant.

However, the analysis identified that implementation of the DNSP could result in the placement of sensitive receptors in proximity to a known source of ongoing operational groundborne vibration–the Napa Valley Wine Train rail line. To address this, the EIR includes MM 4.I-3, which requires residential development within 200 feet of the rail station or mainline track to undergo a detailed site-specific vibration analysis conducted by a qualified acoustical consultant. Where necessary, design modifications such as vibration isolation techniques would be required to ensure compliance with applicable thresholds. Implementation of this measure would reduce potential groundborne vibration impacts to less than significant levels.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. Therefore, the proposed Project would be required to conform to all applicable General Plan policies and actions relating to City development, construction activities, and noise regulations, including MM 4.I-1a, MM 4.I-1b, and MM 4.I-1c, which would reduce potential construction vibration impacts to less than significant, similar to the findings of the DNSP EIR.

The proposed Project includes a mixed-use development consisting of residential, retail, and hotel uses. Therefore, the proposed Project would not be a source of ongoing groundborne vibration. In addition, the Project site is not located within 200 feet of the rail station or mainline track and therefore, MM 4.I-3 of the DNSP EIR does not apply and no design modifications would be necessary. The Project would not introduce new sensitive receptors within the Federal Transit Administration (FTA) defined screening distance, nor would it introduce any new conditions that would result in significant vibration impacts. No new or more severe vibration impacts would occur, and no additional mitigation measures are necessary. As such, groundborne vibration impacts would be consistent with the conclusions of the DNSP EIR and would remain less than significant.

c) Airport or Private Airstrip Noise

Would the project result in: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Summary of DNSP EIR Findings

The DNSP EIR determined that no impact would occur relating to airport or private airstrip noise as a result of the buildout of the DNSP. There are no airport land use plans, public or private airports, or airstrips within 5 miles of the Planning Area; as such, no impacts would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the Specific Plan and within the same geographic area evaluated in the EIR. The Project site is not located within the vicinity of a private airstrip. The closest airport to the Project site is the Napa County Airport, located approximately 5.41 miles south of the Project site. Therefore, implementation of the proposed Project would not expose persons residing or working in the Project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

As such, potential vibration impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any

impacts. Therefore, the proposed Project would not result in any peculiar airport-related effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

MM 4.I-1a Construction contractors for subsequent development projects within the Planning Area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Additional techniques shall include, but not be limited to the following noise control elements:

- Nonresidential construction project activities (Monday through Friday) shall be limited to the hours of 7:00 a.m. to 7:00 p.m. with no startup of machines or equipment prior to 8 a.m. No delivery of materials nor equipment shall occur prior to 7:30 a.m. or after 5:00 p.m. No cleaning of machines or equipment shall occur after 6:00 p.m. No servicing of equipment shall occur past 6:45 p.m. Construction of weekends and holidays shall be limited to the hours of 8:00 a.m. to 4:00 p.m., unless a permit allows otherwise.
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- All construction equipment shall not be placed adjacent to developed areas unless said equipment is provided with acoustical shielding.
- Signs shall be posted at all construction site entrances to the property upon commencement of project construction, for the purposes of informing all contractors and subcontractors, their employees, agents, materialmen, and all other persons at the construction site, of the basic requirements of Mitigation Measures 4.1-a through 4.1-c.

MM 4.I-1b Should pile driving be necessary for a proposed project, the project sponsor would require that the construction contractor limit pile driving activity to the least disturbing hours of the day. To further mitigate pile driving and/or other extreme noise-generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. No extreme noise-generating activities shall be allowed on weekends and holidays. Techniques included may include but not be limited to the following:

- Erect temporary plywood noise barriers around the construction site,
- Implement “quiet” pile driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- Use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.

MM 4.I-1c The City shall condition approval of projects in the Planning Area near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction practices to address the noise complaints.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Noise, the proposed Project would not result in new noise impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant noise impact. There is no new information of substantial importance showing that significant noise impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.14 Population and Housing *Would the project:*					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant impact	No	No	No	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant impact	No	No	No	None

Discussion

a) Growth Inducement

Would the project: **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would induce substantial unplanned population growth in an area, either directly or indirectly, and determined there would be a less than significant impact in this regard. According to the DNSP EIR, ABAG projects that the City is estimated to result in a citywide population increase of 5,900 persons,

from 77,800 to 84,600 (an increase of approximately 8.7 percent), at the approximate buildout year for the DNSP (2035). It is assumed that some of this increase in population would occur in the City's Downtown. More specifically, within the DNSP Planning Area, the rezoning would accommodate an additional 627 net new housing units, which would generate approximately 1,379 net new residents within the Planning Area. This figure is based on the assumption that each housing unit would generate approximately 2.2 residents. The rezoning would, therefore, induce growth within the Planning Area. However, this growth would amount to less than 1 percent of total citywide growth anticipated in 2035 and is already expected given that the Planning Area is the City's Downtown, where higher-density housing is encouraged by the General Plan. New housing that would be constructed under implementation of the DNSP would be consistent with the General Plan, which aims to encourage higher-density mixed-use developments within Downtown. Thus, while the DNSP would introduce new population to the Downtown, the projected housing development would not be expected to result directly in substantial unanticipated population growth. As such, the impact would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would consist of a mixed-use development with residential, retail, and hotel uses. The proposed Project could be expected to introduce up to 201 new residents to the Planning Area (transient or permanent), which is less than but consistent with the anticipated growth level in the DNSP.[22] The DNSP anticipated approximately 1,379 new residents within the DNSP Planning Area. The proposed Project would also be consistent with the goals of the General Plan to introduce high-density mixed uses to the Downtown area. The proposed Project would not result in any peculiar population growth effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

b) Displacement of Persons or Housing

Would the project: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of DNSP EIR Findings

The DNSP EIR did not identify a significant impact related to the displacement of existing people or housing, necessitating the construction of replacement housing elsewhere. According to the DNSP EIR, the DNSP proposed to establish housing in the Planning Area in three zoning districts: DMU, Downtown Neighborhood, and DCC. Since areas appropriate for housing have already been identified and planned for, the DNSP would not displace housing or people such that construction of

[22] United States Census Bureau. 2025. Napa, California Quick Facts. Website: https://www.census.gov/quickfacts/fact/table/napacitycalifornia/PST040223. Accessed March 21, 2025.

replacement housing would be required elsewhere. Moreover, more units would be built than would be demolished. Because the DNSP proposes substantially more residential development than currently exists within the Planning Area or than could be displaced, none of the residents within the existing housing in the area would be expected to be permanently displaced by future redevelopment, since residents would likely be able to occupy new housing added to the area. At full buildout, the DNSP would add a net of 627 new housing units to the area. As such, the DNSP EIR determined that the implementation of the DNSP would not result in the substantial displacement of residences of housing units, and impacts would therefore be considered less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The Project site currently contains Kohl's department store (recently closed), three restaurants, the Dwight Murray Plaza, and a shared parking lot, while the Public Realm Parcel includes an existing City parking lot, the 9/11 Memorial Garden, and a pedestrian corridor. Therefore, the proposed Project would not require the removal of any existing housing from the area. The proposed Project consists of a mixed-use development containing residential, retail, and hotel uses and would therefore add new housing to the area. The proposed Project would not result in any peculiar population displacement effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Population and Housing, the proposed Project would not result in new significant population and housing impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant population and housing impact. There is no new information of substantial importance showing that significant population and housing impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.15 Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					
a) Fire protection?	Less than significant impact	No	No	No	None
b) Police protection?	Less than significant impact	No	No	No	None
c) Schools?	Less than significant impact	No	No	No	None
d) Parks?	Less than significant impact	No	No	No	None
e) Other public facilities?	Less than significant impact	No	No	No	None

Discussion

a) Fire Protection

Would the project: **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Development facilitated by the

DNSP would increase demand for fire protection and result in an increased number of calls for service received in the Downtown area and regulatory oversight to serve the increased residential and employment population.

The City may require additional fire department staff to maintain response times and/or the construction or expansion of facilities in the DNSP area. However, the increased demand for fire protection services would be gradual and incremental over the 20-year timeframe of the DNSP. The City would conduct review and determine if construction of new fire station becomes necessary over the course of implementing the DNSP, during which time, the City would review individual projects and assess potential deficiencies.

Key to fire protection is capacity of water system to provide sufficient flow for firefighting purposes. The DNSP EIR evaluated the City's water distribution system. As discussed in the Utilities and Service Systems chapter of the DNSP EIR, the City continually identifies infrastructure improvement projects and funding to address Downtown's water needs, including adequate water flow for firefighting purposes. The current system meets fire flow demand, but future buildout of the DNSP would require approximately 50 percent of the existing water pipes would require an upgrade. The DNSP EIR also considered General Plan policies that apply to future development and infrastructure improvements. Policies CS-1.2 and 1.3 would ensure adequate public services through the City's development review process. Policy CS-1.4 requires that new development fund its fair share of construction for new or expanded public facilities. Therefore, impacts were found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. Fire protection services for the Project site would be provided by the Napa Fire Department (NFD). The nearest station to the Project site is Fire Station No. 1, which is approximately 0.28 mile southwest of the Project site. As of 2024, NFD operates out of five stations and has a staffing ratio of one on duty fire fighter per 4,375 residents.[23] Overall, NFD response time for all priority incidents was within 6 minutes, 24 seconds 90 percent of the time.[24] The proposed Project is consistent with the proposed development analyzed in the DNSP EIR, and there is nothing peculiar about the proposed Project or the Project site that would result in potential environmental effects not previously addressed in the DNSP EIR related to staffing or response times.

According to the DNSP EIR, the existing water distribution system will require upgrades to adequately serve the buildout of the DNSP, with approximately 50 percent of the existing water pipes requiring upgrades. As a result, the proposed Project would be required to pay its fair share in water system

[23] City of Napa. 2023. Napa Fire Department Annual Report. Website: https://www.cityofnapa.org/DocumentCenter/View/14000/2024-Annual-Report-PDF. Accessed November 4, 2024.

[24] City of Napa Fire Department (NFD). 2023. Organizational and Operational Analysis. Website: https://www.cityofnapa.org/DocumentCenter/View/10761/Napa-Fire-Service-Analysis. Accessed November 4, 2024.

improvements, to facilitate the required upgrades of the Downtown water system. Furthermore, the proposed Project would be required to adhere to all goals and policies outlined in the General Plan and DNSP that relate to infrastructure improvements and fire safety. The proposed Project would not result in any peculiar fire protection effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be less than significant.

b) Police Protection

Would the project: **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. Development facilitated by the DNSP would increase demand for police protection and increase the number of calls for service received in Downtown as well as regulatory oversight to serve the increased residential and employment population.

The City may require additional police department staff to maintain response times and/or the construction or expansion of facilities in the DNSP area. The increased demand for police protection services would be gradual and incremental over the 20-year timeframe of the DNSP. The City would review individual projects and assess potential deficiencies. Therefore, impacts to police services were found to be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The Napa Police Department (NPD) is located 0.26 mile southwest of the Project site. The NPD is organized into two main divisions: Operations and Administration/Support Services. The Operations Division is home to most of the NPD's sworn personnel and includes Patrol Officers, Detectives, Youth Services Bureau, Traffic Officers, and Homeless Outreach Services. The Administration/Support Division is home to professional staff and includes the Records Bureau, Property and Evidence, Personnel and Training, and the

Communications Center. The NPD has approximately 76 sworn personnel, and 71 professional staff.[25]

The proposed Project would add approximately 201 new residents to the area, which would increase demand for police services.[26] However, the proposed Project would be consistent with the proposed development analyzed in the DNSP EIR, and there is nothing peculiar about the proposed Project or the Project site that would result in potential environmental effects not previously addressed in the DNSP EIR related to staffing, response times, or the need for additional police facilities. The proposed Project would not result in any peculiar police protection effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts in this regard.

c) Schools

Would the project: **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, and determined there would be a less than significant impact in this regard. According to the DNSP EIR, projects facilitated by the DNSP would increase the number of residential units and employees within Downtown, thereby potentially increasing student enrollment at local schools. The rezoning would accommodate an additional 627 net new housing units, which would generate approximately 84 school-aged children at buildout. These new students would be added to the district-wide enrollment incrementally over the entirety of the 20-year timeframe of the DNSP.

Additionally, new students would be distributed among the schools both within and near Downtown, thereby reducing substantial enrollment impacts at any one school. A portion of new students would also be expected to attend private schools in Downtown and other areas. The DNSP EIR also states that, pursuant to the Leroy F. Greene School Facilities Act of 1998, or SB 50, applicants for individual

[25] City of Napa. 2025. About the Department. Website: https://www.cityofnapa.org/323/Police-Department. Accessed March 21, 2025.

[26] United States Census Bureau. 2025. Napa, California Quick Facts. Website: https://www.census.gov/quickfacts/fact/table/napacitycalifornia/PST040223. Accessed March 21, 2025

development projects facilitated by the DNSP would be required to pay school impact fees established to offset potential impacts from new development on school facilities. Local jurisdictions are precluded under State law (SB 50) from imposing school enrollment-related mitigation beyond the school development fees. The collection of these fees, therefore, is considered under SB 50 to fully mitigate any potential effects associated with additional development that could result from implementation of the DNSP. As such, the DNSP EIR determined that impacts on school facilities would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would be served by the Napa Valley Unified School District (NVUSD). The proposed Project could add 78 housing units and an estimated 201 residents—including 10 students[27,28]—to the Downtown area, which is consistent with the growth Projected in the DNSP. In accordance with SB 50, the proposed Project would also be required to pay school impact fees to offset any potential effects resulting from its development in accordance with Government Code Section 65996. The proposed Project would not result in any peculiar school effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

d, e) Parks and Other Public Services

Would the project: **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks? Other public services?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities or need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, and determined there would be a less than significant impact in this regard. At the time the document was published, the City had approximately 11 acres of parkland per 1,000 residents, which is just below the standard of 12 acres per 1,000 residents listed in the General Plan. According to the DNSP EIR, development under the DNSP was estimated to

[27] City of Napa. 2012. Downtown Napa Specific Plan Program Environmental Impact Report. March.

[28] 84 new students (DNSP EIR)/627 new dwelling units (DNSP EIR) = 0.13397; 0.13397 X 78 dwelling units in the proposed project = 10 new students as a result of the proposed project.

generate approximately 1,379 new residents over the course of 20 years. Therefore, growth related to the DNSP would minimally reduce this ratio in 20 years to about 10.4 acres per 1,000 residents. Although no new park facilities were proposed in the DNSP, as stated in Section 5.16 of this Addendum, several new park facilities had been proposed by the City, unrelated to the DNSP. The DNSP EIR, other parks and recreation areas currently planned for the Planning Area, as well as dedication of parkland/in lieu fees required of future residential development would reduce the increased demand for parks generated by the buildout of the DNSP; therefore, impacts resulting from new park facilities would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would include a mixed-use development with residential, retail, and hotel uses. The proposed Project would also include improvements to pedestrian and bicycle corridors, such as the Brown Street Corridor, as well as the addition of a new pedestrian corridor as part of the Public Realm improvements, that would connect Coombs Street to the existing 9/11 memorial. Development of these areas as part of the proposed Project would be required to comply with all State, regional, and local laws and regulations, as well as all applicable General Plan policies related to the construction of public facilities. As mentioned in Section 5.14, Population and Housing, the proposed Project would not result in a significant increase in population compared to the existing and proposed population as it is consistent with the buildout Projections of the DNSP. The proposed Project would not result in any peculiar park or other public service effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any significant impacts in this regard.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Public Services, the proposed Project would not result in new significant public services impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant public services impact. There is no new information of substantial importance showing that significant public services impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.16 Recreation *Would the project:*					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant impact	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Less than significant impact	No	No	No	None

Discussion

a, b) Existing Neighborhood and Regional Parks and Recreational Facilities

Would the project: a) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

Does the project: b) include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated or require construction or expansion of recreational facilities, which might have an adverse physical effect on the environment, and determined there to be a less than significant impact in this regard. At the time the DNSP EIR was published, the City had approximately 11 acres of parkland per 1,000 residents, which is just below the standard of 12 acres per 1,000 residents listed in the General Plan. Development under the DNSP was estimated to generate approximately 1,379 new residents over the course of 20 years. Therefore, growth related to the DNSP would minimally reduce this ratio in 20 years to about 10.4 acres per 1,000 residents.

Although no specific parks or recreational facilities are proposed by the DNSP, other parks and open space improvements were proposed or planned in Downtown at the time the DNSP EIR was published that would serve residents of DNSP-related developments. The most prominent of these projects was the multi-purpose Oxbow Commons. This project was a planned flood protection bypass channel funded by the federal government and local sales tax (Measure A) and managed by Napa County Flood Control and Water Conservation District that would also serve as a park when not utilized for flood protection purposes. A series of trails would provide an alternative pedestrian/bicycle connection under Soscol Avenue from the Oxbow Commons area to First Street and Pearl Street in the Downtown core. In addition, the currently fenced-off China Point Park would be replaced by the mouth of the bypass and a new park would be constructed at the southwest corner of Soscol Avenue and First Street called China Point Overlook.

Additionally, another park began construction in 2011 at the southwest corner of Third Street and Soscol Avenue (Riverfront Green) which has since been completed after the DNSP was published. Another planned improvement was the riverfront trail, which would provide a north–south pedestrian route along the Napa River and include additional recreation facilities. Other parks noted in the Specific Plan include the relocation of the Skate Park potentially to Solomon Park, the potential replacement of the surface parking lot at the southwest corner of Main and Pearl streets with a 0.5-acre park following replacement of the parking spaces, and the expansion of the remainder of Heritage Park to create a linear parkway along the top of the banks of Napa Creek in the block bounded by Pearl/Coombs/Clinton/Main streets. Although no specific parks are proposed by the DNSP, other parks and recreation areas planned for the Planning Area by the City, as well as dedication of parkland/in lieu fees required of future residential development would reduce the increased demand for parks generated by new residents living in Downtown. Additional residents would also be anticipated to utilize other parks in the immediate vicinity of the Planning Area, including the 9.5-acre Fuller Park and the 12.7-acre Oxbow Preserve. Therefore, the DNSP EIR determined that impacts regarding parks and recreation would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur

within the area previously evaluated in the DNSP EIR. The proposed Project includes a mixed-use development with residential, hotel, and retail uses. The proposed Project could be expected to add approximately 201 new residents to the City.[29] This is consistent with the Projected growth in the DNSP, and therefore new residents would be adequately served by existing or proposed recreational facilities in the City as discussed in the DNSP EIR. The proposed Project would also include improvements to pedestrian and bicycle corridors, such as the Brown Street Corridor as well as the addition of a new pedestrian corridor as part of the Public Realm improvements, that would connect Coombs Street to the existing 9/11 memorial. Although the existing Dwight Murray Plaza would be displaced, the New Plaza would be relocated on the Project site with an enhanced public area that connects the pedestrian corridor at the Shops on First Street to the 911 memorial area. Development of these areas as part of the proposed Project would be required to comply with all State, regional, and local laws and regulations, as well as all applicable General Plan policies related to the construction of public facilities. The proposed Project would not result in any peculiar displacement of recreation effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Recreation, the proposed Project would not result in new significant recreation impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant recreation impact. There is no new information of substantial importance showing that significant recreation impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

[29] United States Census Bureau. 2025. Napa, California Quick Facts. Website: https://www.census.gov/quickfacts/fact/table/napacitycalifornia/PST040223. Accessed March 21, 2025.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.17 Transportation *Would the project:*					
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Significant and unavoidable impact	No	No	No	None
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Not Addressed	No	No	No	None
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant impact	No	No	No	None
d) Result in inadequate emergency access?	Less than significant impact	No	No	No	None

Discussion

a) Affect to Circulation System

Would the project: **Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated the potential traffic conditions and the effects of the buildout of the DNSP to determine whether the City's planned circulation system would be able to accommodate future traffic demands associated with buildout. The Existing Plus Project scenario was developed by adding the net new trips generated by the buildout of the DNSP land use projections to the existing traffic volume. Because the DNSP includes the conversion of the existing one-way segments of First Street, Second Street, Third Street, and Fourth Street to two-way travel, the existing baseline traffic volumes were first adjusted to reflect two-way circulation. It is assumed that the two-way reconfiguration would not require any major modifications to study intersections, such as construction of new medians or expansion of right-of-way for new turn pockets or travel lanes, apart from the Jefferson Street/First Street intersection, where a southbound left turn lane would need to be constructed. All study intersections in the Existing Plus Project scenario would continue to operate at acceptable levels of service, except the unsignalized intersection of SR-29 northbound off-ramp/First Street, which would continue to operate at Level of Service (LOS) F for the AM and PM peak-hours. Although this intersection already operates at LOS F under existing conditions, development under the DNSP would add at least 50 peak-hour trips to the intersection, which would contribute to continuing operational failure. For the intersection to operate at an acceptable LOS, the intersection should be signalized.

Because the intersection operates at LOS F and meets peak-hour signal warrants under existing conditions, it is considered an existing deficiency. While development under the DNSP would not cause the impact, it adds at least 50 peak-hour trips to the intersection and exacerbates the unacceptable operation. The intersection would operate at acceptable LOS B or better if signalized; however, the City of Napa, as Lead Agency, could not implement this improvement without the approval of Caltrans. Further, the intersection is near the City's intersection of California Boulevard and First Streets, which is being considered for a roundabout. The operation of the two intersections would conflict, as stacking and queueing could intrude into the opposing intersections. The DNSP EIR implemented MM 4.L-1a, which requires the City to continue to work with Caltrans to install a traffic signal at the intersection of SR-29 northbound off-ramp/First Street or identify other acceptable alternatives to the signal. However, previous discussions with Caltrans indicate that this improvement would be difficult to approve, as installation of a traffic signal would require a design exception due to the close spacing (approximately 350 feet) to the California Boulevard/First Street intersection to the east, which is unlikely to be granted. For these reasons, the DNSP EIR determined that the implementation of the DNSP would have a significant and unavoidable impact at the intersection of

SR-29 northbound off-ramp/First Street. Subsequent to the DNSP adoption, the City improved this intersection with an unsignalized roundabout system.

Proposed Project Analysis and Conclusions

Roadway Access and Circulation

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. According to the VMT and Trip Generation Assessment prepared for the proposed Project by W-Trans, attached as Appendix F, the proposed Project is expected to generate an average of 2,539 trips per day, including 138 trips during the AM peak hour and 205 during the PM peak hour. Compared to conditions with Kohl's and other retail/restaurant uses to be removed, the proposed Project would be expected to generate 48 fewer trips on a daily basis, 79 more trips during the morning peak-hour, and 17 more trips during the evening peak-hour. As explained further in Appendix F, to present a holistic trip generation comparison, the estimates were developed using four broad land use types, as well as consistent assumptions pertaining to the percentage of internally-captured trips. Note that for the proposed Project, this approach leads to a less-detailed trip generation but allows a clearer comparison when considering the differences among scenarios for the entire DNSP area.[30] This means that the share of trips consumed by development in the DNSP would decrease with the proposed Project as compared to existing conditions. This is attributed to the net decrease in retail square footage resulting from the proposed Project's demolition of the former Kohl's and other retail uses on the Project Site.[31] Table 3 in the VMT and Trip Generation Assessment (Appendix F), provides a comparison of trip generation for different stages of DNSP buildout, along with the addition of the proposed Project. According to the assessment, the development of proposed Project, combined with all built and entitled projects under the DNSP thus far, would constitute 29 percent of the total anticipated DNSP growth in daily trips. Therefore, the proposed Project would be consistent with the expected LOS increase in the DNSP, and no major modifications to existing roads are proposed.

The construction of the proposed Project would not result in any road closures. Therefore, the proposed Project would not result in a significant number of new trips compared to existing uses and proposed Project traffic would not significantly impact roadways surrounding the site. Furthermore, proposed driveways would be constructed in accordance with all City standards.

Pedestrian Access and Circulation

Pedestrians would have a variety of routes to circulate through the Project site. This includes the Brown Street Corridor and interior pedestrian corridors, as well as pathway connections to Napa Creek. The design is intended to foster linkages to and between public gathering places, parks and the Napa River for people to explore Downtown. As part of the public realm improvements, the

[30] W-Trans. 2025. First Street Napa Phase II VMT and Trip Generation Assessment. May 1.

[31] The proposed project adds 30,000 square feet of new retail and demolishes 76,000 square feet of existing retail; the net decrease of 46,000 square feet, when combined with the 11,430 square feet of retail growth since adoption of the Downtown Napa Specific Plan (DNSP), results in an overall decrease of 34,570 square feet within the DNSP.

proposed Project would also include a pedestrian plaza that connects Main Street to Coombs Street and intersects with the Brown Street Corridor. The proposed Project would also include a new crosswalk on Main Street to facilitate pedestrian access from the east, which would use Rectangular Rapid Flashing Beacons that flash to alert drivers of a crossing. Therefore, the proposed Project would have a less than significant impact with regard to pedestrian access and circulation.

Bicycle Access and Circulation

There is a northbound Class II Bike Route along Coombs Street between First Street and Pearl Street. The DNSP also plans to install Class I Bike Routes along the Brown Street Corridor and Pearl Street. There are no existing or proposed bicycle facilities along First Street (Coombs Street to Main Street) or along Main Street (First Street to Pearl Street), but the DNSP includes a proposed bike/pedestrian crossing of Main Street midblock between First Street and Pearl Street to connect the existing Class I facility in the Oxbow Commons to the proposed Class I facility along the Brown Street Corridor. Bicycle access to the Project site would be provided via Main Street and Coombs Street through pedestrian crossings. Circulation through the Project site would be provided via Class I Bike Routes within the project site along the Brown Street Corridor and along Pearl Street connecting to Coombs Street. Therefore, the proposed Project would not conflict with the City's adopted plans and policies as it relates to bicycle facilities.

Transit Facilities

The Project site is not directly served by any transit services. The closest bus stop to the Project site, Third Street at Brown Street, is located approximately 0.17 mile to the south. Located approximately 0.37 mile east of the Project site, the Soscol Gateway Transit Center provides a connection between the City and the greater Bay Area. Transit facilities would be accessed via existing pedestrian facilities along Brown Street, First Street, Main Street, Third Street, and Lawrence Street. As such, the proposed Project would not impact existing or future transit facilities, and would not interfere with a program, plan, ordinance, or policy as it relates to transit facilities.

Conclusion

In conclusion, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

b) CEQA Guidelines Section 15064.3

Would the project: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Summary of DNSP EIR Findings

This CEQA checklist question specifically addresses the new transportation metric of VMT, and whether a land use project would exceed an applicable threshold of significance. At the time the

DNSP EIR was published, CEQA Guidelines Section 15064.3 was not in effect; as such, the DNSP EIR did not address consistency with this section.

Proposed Project Analysis and Conclusions

The proposed Project is located approximately 0.37 mile from the Soscol Gateway Transit Center, at which local and regional transit routes can be accessed. According to the VMT and Trip Generation Assessment (Appendix F), residential VMT was calculated to be 9.37 VMT per capita, while hotel employee VMT was calculated to be 16.70 VMT per employee. The City's adopted threshold of significance for residential and office projects states that a proposed project exceeding a level of 15 percent below existing regional VMT per capita may indicate a significant transportation impact (14.70 VMT per capita for residential uses and 22.87 VMT per employee for employees).[3233] As such, VMT impacts related to the expected residents and hotel employees were found to be less than significant.

Thresholds for land use types other than residential, employment, or retail are determined on a case-by-case basis and typically take guidance from the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory).[34] Neither the City's adopted VMT significance thresholds nor the Technical Advisory address how hotel and lodging type uses should be assessed. Over the five years since VMT became a mandatory component of transportation CEQA analyses, the most common approach to assessing hotel VMT has been to treat the land use similarly to retail, qualitatively analyzing the potential to increase total VMT at the regional level. As such, the threshold of significance for hotel uses used in the VMT and Trip Generation Assessment states that a net increase in total VMT may indicate a significant transportation impact. The assessment determined that the addition of a new hotel in Downtown Napa would not directly increase the total amount of lodging demand in the region. As of December 2024, the six-month moving average hotel occupancy rate in the City was 65 percent,[35] and based on an article in the North Bay Business Journal, hotel occupancy rates during the August 2024 peak season were approximately 71 percent in Napa County as a whole.[36] These occupancy rates indicate that there is not an untapped demand such that adding new lodging would by itself generate new vehicular travel to the area. Additionally, the proposed Project proposes to further enhance pedestrian circulation by adding a new crosswalk on Main Street and renovating the Brown Street Corridor to provide enhanced pedestrian and streetscape amenities. The existing and expanded availability of non-auto travel facilities in the Project vicinity and Downtown would be expected to reduce the level of auto travel and VMT generated by hotel guests,

[32] The City's significance threshold for residential uses is 14.70 Vehicle Miles Traveled (VMT) per capita, which is 15 percent below the countywide average of 17.30 VMT per capita.

[33] The City's significance threshold for employee VMT is 22.87 VMT per employee, which is 15 percent below the countywide average of 26.90 VMT per employee.

[34] State of California. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. April. Website: https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed April 24, 2025.

[35] City of Napa. 2025. Economic Development Dashboard. Website: https://www.cityofnapa.org/1172/Economic-Development-Dashboard. Accessed March 24, 2025

[36] Cheryl Sarfaty. North Bay Business Journal. 2024. Visit Napa Valley Reports Record Tourism Spending Last Year. Website: https://www.northbaybusinessjournal.com/article/industrynews/visit-napa-valley-spending-tourism/#:~:text=Hotel%20occupancy%20in%20Napa%20County,up%204.8%25%20from%20August%202023. Accessed March 24, 2025

particularly the short to mid-length trips that hotel guests often make during the day. As such, VMT impacts related to the addition of the proposed hotel would be less than significant.

The City's adopted threshold of significance for retail projects states that a net increase in total VMT may indicate a significant transportation impact. VMT associated with the proposed Project's retail uses was assessed in consideration of guidance set forth in the Technical Advisory.[37] Because the proposed retail uses are less than 50,000 square feet and, more importantly, would be oriented toward Downtown Napa visitors, employees, and lodging residents, such uses were considered local-serving and presumed to have a less than significant VMT impact. As shown in the VMT and Trip Generation Assessment, the proposed Project would not reach or exceed the established significance thresholds for residential, hotel, or retail uses. As such, VMT impacts would be less than significant.

c) Roadway Safety Hazards

Would the project: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Summary of DNSP EIR Findings

The DNSP EIR determined that the buildout of the DNSP would not result in significant impacts related to roadway safety hazards resulting from geometric design features or incompatible uses. Implementation of the DNSP would facilitate development throughout the DNSP area. The locations and/or specific design elements of these developments were not known when the document was published. Therefore, it was beyond the scope of the DNSP EIR to determine whether the proposed project would adversely affect traffic safety. However, considering that each individual development would be required to be consistent with appropriate regulations and design standards in effect at the time, the DNSP would cause a less than significant impact on safety for motor vehicles, bicycles, and pedestrians. The DNSP does include modifications to the roadway network in the Planning Area by converting existing one-way couplets to two-way traffic. According to the DNSP EIR, the ultimate implementation of the two-way street conversion would require a detailed engineering and traffic operations assessment, including, but not limited to, an evaluation of the needed improvements to intersection geometry, striping, signage and traffic control at the existing signalized and unsignalized intersections along the streets recommended for two-way conversion. Implementation of the policy provisions to maintain roadways and improve traffic flow in the DNSP, specifically Policies TR-1.2 through TR-1.7, in conjunction with enforcement of modern design standards in the construction of new roadway facilities, would ensure that construction or conversion of roadway facilities associated with the DNSP would not result in unacceptable safety conflicts. Therefore, the DNSP EIR concluded that impacts would be less than significant.

[37] State of California. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. April. Website: https://lci.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed April 24, 2025.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would include a new Main Street pedestrian crossing as part of its public realm improvements, to provide safe connectivity between on-site pedestrian areas and the Napa Creek and Oxbow Commons pedestrian pathways to the east of the Project site, which would be constructed to City standards. The proposed project would be required to be developed consistent with the City of Napa Municipal Code and City of Napa Standard Specifications and Standard Plans with respect to roadway safety. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar road safety hazard effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

d) Emergency Access

Would the project: Result in inadequate emergency access?

Summary of DNSP EIR Findings

The DNSP EIR states that the implementation of the DNSP is not anticipated to result in inadequate emergency access. Implementation of the DNSP would convert the one-way couplets in Downtown to two-way traffic, but this circulation modification would not adversely affect travel times of emergency vehicles. The City's Fire Code and Subdivision regulations contain detailed standards and mitigation requirements relating to dead-end streets and emergency vehicle access. The adequacy of emergency vehicle access would be evaluated for each individual development in the DNSP area. Considering that each individual development is expected to be consistent with the City's Fire Code, Subdivision, and other regulations in effect at the time, the DNSP would cause a less than significant impact on emergency access.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would include adequate emergency vehicle access to the Project site, including adequate emergency vehicle turnaround areas. Emergency vehicles would be able to access the Project site from the north, west, and south directly from the adjacent streets including Coombs Street, Pearl Street, and First Street. Emergency access from the east would be provided via Main Street through the Main Street drop-off/loading loop. Adequate turnaround distance would be provided for emergency vehicles through a turnaround area in a portion of the Brown Street Corridor adjacent to the drop off/loading loop. All project driveways and access areas would be consistent with NFD standards. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant

level. Therefore, the proposed Project would not result in any peculiar emergency access effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Transportation, the proposed Project would not result in new significant transportation impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant transportation impact. There is no new information of substantial importance showing that significant transportation impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.18 Utilities and Service Systems *Would the project:*					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant impact	No	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant impact	No	No	No	None
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the	Less than significant impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
provider's existing commitments?					
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than significant impact	No	No	No	None
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	Less than significant impact	No	No	No	None

Discussion

a) Water, Wastewater, and Stormwater Facilities

Would the project: **Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP area would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects, and determined there to be a less than significant impact in this regard.

Water and Wastewater Treatment

The DNSP EIR determined that the buildout of the DNSP would exceed the capacity of the existing wastewater system operated by NapaSan. The DNSP EIR found that the NapaSan collection system has adequate dry-weather capacity to support the level of growth anticipated by the City's General Plan but has inadequate capacity to accommodate existing wet-weather peak flows caused by high infiltration and inflow in many areas of the City, including the Downtown area. Any new wastewater facilities would be required to comply with all federal, State, and local laws and regulations, as well as all applicable policies and actions related to wastewater facilities in the General Plan, therefore the DNSP EIR determined that impacts on new development of wastewater facilities would be less than significant.

Stormwater Drainage

The DNSP EIR determined that the DNSP would include sustainable measures, which would encourage infrastructure improvements to reduce stormwater runoff and water use.

Electricity, Natural Gas, and Telecommunications

The DNSP EIR found that PG&E is the main energy utility provider for the City and County and that the residential sector was the largest user of electricity in the County in 2003, with commercial use being the second largest. Downtown Napa is served by underground, three-phase primary electric lines.

The DNSP EIR found that there are no natural gas production wells in the County and that natural gas use has been decreasing.

The DNSP EIR found that Comcast and AT&T are the main providers of cable, phone, and internet services to the City. The DNSP EIR identified that neither provider expects continued growth within the DNSP area to exceed their system's existing capacity.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would connect to existing stormwater and wastewater facilities on the Project site, and would be served by existing electric power, natural gas, or telecommunications facilities. Although implementation of the DNSP could potentially exceed the capacity of the existing wastewater system operated by the NapaSan, development would be reviewed by the City on a project-by-project basis to ensure adequate wastewater facilities are available. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar water, wastewater treatment, stormwater or other facility effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

b) Water Supply

Would the project: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated in the DNSP would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years and determined there to be a less than significant impact in this regard. The DNSP EIR determined that the City would have adequate water supplies to meet demand during normal, dry, and multiple dry years with the implementation of long-term water conservation BMPs. NapaSan also proposed new additions to recycled water systems to reduce City demand. The DNSP EIR noted, however, that 50 percent of existing water pipes in the Downtown demand and distribution system would require upgrades because of the buildout of the DNSP. All new development in the DNSP would be required to comply with all applicable General Plan policies related to infrastructure improvements and would be required to pay its fair share of water system improvements. As such, the DNSP EIR determined a less than significant impact would occur related to water supply.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would connect to existing water supply infrastructure on the Project site and would be required under the DNSP to pay its fair share of water system improvements. This, coupled with its compliance to all General Plan policies and actions related to water use, would reduce the proposed Project's impacts on water supply to less than significant levels. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar water supply effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

c) Wastewater Treatment Capacity

Would the project: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would result in a determination by the wastewater treatment provider which serves or may serve the DNSP that it has adequate capacity to serve the DNSP's projected demand in addition to the

provider's existing commitments and determined there would be a less than significant impact in this regard. The DNSP EIR determined that development facilitated by the DNSP may require investment in new or upgraded sanitary sewer infrastructure. The NapaSan collection system has adequate dry-weather capacity to support the level of growth anticipated by the City's General Plan but has inadequate capacity to accommodate existing wet-weather peak flows caused by high infiltration and inflow in many areas of the City, including the Downtown area. Development facilitated by the DNSP would be subject to all applicable General Plan policies regarding the provision of public facilities. New development facilitated by the DNSP would be required to pay its fair share of wastewater system improvements as required by General Plan policies. The DNSP EIR determined that developer-driven fees and payments, in combination with other existing and proposed sources of funding for water system improvements, would reduce potential impacts regarding wastewater collection and distribution to a less than significant level.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project would connect to existing sanitary sewer lines on the Project site and would be required under the DNSP to pay its fair share of wastewater system improvements. This, coupled with its compliance with all General Plan policies and actions related to wastewater management, would reduce the proposed Project's impacts on wastewater systems to less than significant levels. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level. Therefore, the proposed Project would not result in any peculiar wastewater treatment effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

d) Solid Waste Reduction Goals Consistency

Would the project: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would generate solid waste in excess of State or local standards, or in excess of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and determined this impact would be less than significant. The DNSP EIR determined that population and commercial growth in the DNSP area would generate increased amounts of solid waste over the 20-year buildout time frame of the DNSP. Although the increased residential population and business activities resulting from implementation of the DNSP would incrementally increase the total waste generated by the City, the increasing rate of diversion through recycling, composting, and other methods would result in a decreasing share of total waste that would be disposed of in landfills serving the City. The DNSP EIR also noted that projects facilitated by the DNSP would generate construction and demolition (C&D)

debris. Most projects would be required to comply with the City's C&D debris ordinance (Municipal Code Chapter 15.32) requiring diversion of 50 percent of such waste from landfill disposal. Given this fact and given the long-term capacity available at Keller Canyon Landfill through 2030, the DNSP would not result in landfills exceeding permitted capacities. As such, the DNSP EIR determined impacts related to the generation of solid waste would be less than significant.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project includes a mixed-use development consisting of residential, retail, and hotel uses. The proposed Project is consistent with the buildout projections of the DNSP EIR and thus would not generate solid waste in excess of State or local standards or in excess of local infrastructure. Furthermore, the proposed Project would adhere to applicable General Plan policies related to solid waste and waste diversion. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would have less than significant impacts. Therefore, the proposed Project would not result in any peculiar solid waste capacity effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

e) Solid Waste Regulations Consistency

Would the project: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether full buildout of the development contemplated under the DNSP would comply with federal, State, and local management and reduction statutes and regulations to solid waste and determined there to be a less than significant impact in this regard. Chapter 15.32 of the City's Municipal Code mandates a 50 percent diversion rate for solid waste from landfill disposal. According to the DNSP EIR, implementation of the DNSP would not impede the ability of the City to meet waste diversion requirements or cause the City to violate other applicable federal, State, and local statutes and regulations related to solid waste.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project consists of the construction of a mixed-use development containing residential, hotel, and retail uses on an existing developed site. The Project applicant would be required to comply with the requirements of federal, State, and local statutes and regulations related to solid waste. The proposed Project would be required to adhere to all State and local waste diversion requirements. As such, impacts associated with the development of the proposed Project within the DNSP Planning Area would be consistent with the analysis in the DNSP EIR and the proposed Project would have less than significant impacts.

Therefore, the proposed Project would not result in any peculiar solid waste management or reduction effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Utilities and Service Systems, the proposed Project would not result in new significant utility impacts that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant utility impacts. There is no new information of substantial importance showing that significant utility impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.19 Wildfire *If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:*					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No impact	No	No	No	None
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No impact	No	No	No	None
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No impact	No	No	No	None

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No impact	No	No	No	None

Discussion

a) Emergency Response/Evacuation Plan Consistency

Would the project: If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, substantially impair an adopted emergency response plan or emergency evacuation plan?

Summary of DNSP EIR Findings

The DNSP EIR determined that no impact would occur related to emergency response plan or emergency evacuation plan consistency due to the implementation of the DNSP. The Planning Area is outside of any State Responsibility Areas or lands classified as FHSZs, and the buildout of the DNSP would comply with all emergency vehicle access requirements as a condition of development. Overall, the DNSP would not impede an established emergency access route or interfere with emergency response requirements and would not result in permanent road closures. Therefore, the DNSP would have no impact on emergency response or evacuation plans.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the DNSP Planning Area and therefore is not within a State Responsibility Area or land classified as an FHSZ. Construction of the proposed Project would not result in any permanent road closures and adequate fire access would be provided on the Project site. The proposed Project would not result in any peculiar emergency response and evacuation effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with

the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

b) Expose Project Occupants to Pollutant Concentrations from Wildfire

Would the project: **If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Summary of DNSP EIR Findings

The DNSP EIR determined that no impact would occur related to emergency response plan or emergency evacuation plan consistency due to the implementation of the DNSP. The Planning Area is outside of any State Responsibility Areas or lands classified as FHSZs; as such, the DNSP EIR determined that no impacts would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the DNSP Planning Area and therefore is not within a State Responsibility Area or land classified as an FHSZ. The proposed Project would not result in any peculiar wildfire pollutant effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

c) Infrastructure that Exacerbates Fire Risk

Would the project: **If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Summary of DNSP EIR Findings

The DNSP EIR determined that no impact would occur related to emergency response plan or emergency evacuation plan consistency due to the implementation of the DNSP. The Planning Area is outside of any State Responsibility Areas or lands classified as FHSZs. All construction that might be associated with the DNSP would be required to adhere to Building Fire Codes that are designed to minimize the potential for uncontrolled fires; as such, the DNSP EIR determined that no impacts would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the DNSP Planning Area and therefore is not within a State Responsibility Area or land classified as an FHSZ. The proposed Project would not result in any peculiar exacerbated fire effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

d) Flooding and Landslide Hazards Due To Post-fire Slope Instability/Drainage Changes

Would the project: **If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Summary of DNSP EIR Findings

The DNSP EIR determined that no impact would occur related to emergency response plan or emergency evacuation plan consistency due to the implementation of the DNSP. The Planning Area is outside of any State Responsibility Areas or lands classified as FHSZs; as such, the DNSP EIR determined that no impacts would occur.

Proposed Project Analysis and Conclusions

The analysis under the DNSP EIR remains accurate with respect to the proposed Project, which would be developed with mixed uses in accordance with the provisions of the DNSP and would occur within the area previously evaluated in the DNSP EIR. The proposed Project is within the DNSP Planning Area, and therefore is not within a State Responsibility Area or land classified as an FHSZ. The proposed Project would not result in any peculiar post-fire flooding or landslide effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR, and the proposed Project would not result in any impacts that would not be mitigated to a less than significant level.

Relevant DNSP EIR Mitigation Measures

None.

Conclusion

The proposed Project is within the scope of the DNSP development program evaluated in the DNSP EIR. With regard to Wildfire, the proposed Project would not result in new significant Wildfire impacts

that were not evaluated in the DNSP EIR. The proposed Project would not result in an increase in the severity of a previously identified significant Wildfire impact. There is no new information of substantial importance showing that significant Wildfire impacts described in the DNSP EIR could be substantially reduced by adopting new or different mitigation measures or alternatives.

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
4.20 Mandatory Findings of Significance					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Not Addressed	No	No	No	MM 4.C-1a, MM 4.C-1b, MM 4.C-1c, MM 4.D-1, MM 4.D-2a, MM 4.D-2b, MM 4.D-4, MM 4.D-3
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection	Not Addressed	No	No	No	MM 4.B-1, MM 4.B-2, MM 4.B-3, MM 4.B-4, MM 4.B-5, MM 4.B-6, MM 4.C-1a, MM 4.C-1b, MM 4.C-1c, MM 4.D-1, MM 4.D-2a, MM 4.D-2b,

Environmental Issues	DNSP EIR Determination	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					MM 4.D-4, MM 4.D-3, MM 4.B-5, MM 4.I-1a, MM 4.I-1b, MM 4.I-1c
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	Not Addressed	No	No	No	MM 4.B-1, MM 4.B-2, MM 4.B-3, MM 4.B-4, MM 4.B-5, MM 4.B-6, MM 4.C-1a, MM 4.C-1b, MM 4.C-1c, MM 4.D-1, MM 4.D-2a, MM 4.D-2b, MM 4.D-4, MM 4.D-3, MM 4.I-1a, MM 4.I-1b, MM 4.I-1c

Discussion

a) Potential Degradation to Environment and Examples of California History or Prehistory

Does the project: **Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

As described in detail herein and in the attached appendices, project-level analysis determined that no new or more severe impacts would occur as a result of the proposed Project, and no new mitigation would be required beyond those applicable measures already identified in the DNSP EIR. These impacts were already accounted for in the DNSP EIR and are therefore not a peculiar or more severe impact. All Project-specific biological resources impacts were found to be less than significant with implementation of MM 4.B-1 through MM 4.B-6. The DNSP EIR also determined that any impacts related to important disruption of examples of the major periods of California history or prehistory would be less than significant with implementation of MM 4.D-1, MM 4.D-2a, MM 4.D-2b, MM 4.D-3, and MM 4.D-4. The proposed Project would comply with all applicable biological and historical resources mitigation measures and would therefore not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal community, or eliminate important examples of the major periods of California history or prehistory.

The proposed Project is within the development assumptions analyzed by the DNSP EIR and therefore would not result in any new or more severe impacts. The conclusions of the DNSP EIR would remain unchanged. As such, the Mitigation Measures included within this Addendum would mitigate all potential Project impacts to a less than significant level or to a level consistent with the findings of the DNSP EIR. Therefore, the proposed Project would not result in any peculiar effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

b) Cumulatively Considerable Impacts

Does the project: Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potential cumulative impacts were thoroughly addressed in the DNSP EIR. As discussed in this Addendum, the proposed Project would not result in any additional or more severe impacts than previously disclosed in the certified EIR. Accordingly, the proposed Project does not require any revisions to the cumulative analysis in the DNSP EIR.

The DNSP EIR identified significant and unavoidable cumulative impacts related to transportation, air quality, consistency with the Bay Area 2010 CAP, GHG emissions, and conflicts with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. According to the DNSP EIR, these impacts would be mitigated through implementation of MM 4.B-1 through MM 4.B-6 and MM 4.L-1a through MM 4.L-6. MM 4.L-1a through MM 4.L-6 are not applicable to the proposed Project as they relate to the installation of a traffic signal at the intersection of SR-29 northbound off-ramp/First Street and developments under the DNSP that would generate substantial multimodal trips crossing at-grade railroad crossings. Cumulatively significant impacts would still be present through

the buildout of the DNSP even with mitigation, but implementation of the applicable measures listed above would reduce Project-level impacts to less than significant levels.

The proposed Project would not result in any peculiar effects and would not result in any new or more severe impacts that were not previously identified in the DNSP EIR. The proposed Project would comply with all applicable mitigation measures required to implement the DNSP to reduce impacts related to development within the site to the greatest extent feasible, including MM 4.B-1 through MM 4.B-6. All other cumulative impacts and the proposed Project's incremental contribution to such less than significant impacts would be reduced to less than significant levels through compliance with mitigation measures identified by the DNSP EIR. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR. The proposed Project is consistent with the development assumptions in the DNSP EIR and therefore would not result in any peculiar cumulative effects and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

c) Adverse Effects on Human Beings?

Does the project: Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

As described in detail herein and in the attached appendices, the proposed Project would be consistent with the proposed development assumptions contained within the DNSP EIR and would benefit the City by providing increased housing options. The preceding sections of this Addendum discuss the various impacts that could have adverse effects on human beings, such as air quality, GHG emissions, hazardous materials, hydrology and water quality, and noise, compared to the findings of the DNSP EIR. All impacts identified in this document have been determined consistent with or less severe than the impacts identified in the DNSP EIR through the implementation of applicable mitigation measures including MM 4.B-1 through MM 4.B-6, MM 4.C-1a through MM 4.C-1c, MM 4.D-1 through MM 4.D-4, MM 4.I-1a through MM 4.I-1c, and incorporation of Project design features. As such, impacts associated with the development of the proposed Project would be consistent with the analysis in the DNSP EIR. Therefore, the proposed Project would not result in any peculiar effects on human beings and would not result in a new or more severe adverse impact that was not previously identified in the DNSP EIR.

Relevant DNSP EIR Mitigation Measures

Implement MM 4.B-1, MM 4.B-2, MM 4.B-3, MM 4.B-4, MM 4.B-5, MM 4.B-6, MM 4.C-1a, MM 4.C-1b, MM 4.C-1c, MM 4.D-1, MM 4.D-2a, MM 4.D-2b, MM 4.D-3, MM 4.D-4, MM 4.I-1a, MM 4.I-1b, and MM 4.I-1c.

Conclusion

With regard to Mandatory Findings of Significance, there is no new information of substantial importance, change in the proposed Project, or change in circumstances in which it would be undertaken identifying new significant effects, nor is there a substantial increase in the severity of

previously identified impacts related to mandatory findings. The proposed Project is within the scope of the DNSP EIR, the DNSP EIR adequately describes the proposed Project for purposes of CEQA and the conclusions from the DNSP EIR remain unchanged when considering the adoption of the proposed Project.

5 - Conclusions

Based on this Initial Study/Addendum, the City hereby makes the following determinations regarding the proposed Project:

- As explained in detail below, because the Project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, the proposed Project would be eligible for a more limited environmental review available under CEQA Guidelines Section 15183. Although both CEQA Guidelines Sections 15168 and 15183 apply to the proposed Project, the analysis above focuses on Section 15168.
- Based on the analyses and conclusions in Section 4 of this Initial Study/Addendum, and pursuant to Sections 15168(c) and 15162(a) of the CEQA Guidelines, the City has determined that the proposed Project will not have any new significant environmental effects that were not identified and addressed in the DNSP EIR, or result in a substantial increase in the severity of any previously identified effects, and the City is not aware of any new information of substantial importance within the meaning of CEQA Guidelines Section 15162(a)(3). Therefore, the City hereby determines that no additional environmental review is necessary and no new environmental document is required.
- As explained in detail below, the proposed Project is exempt from further environmental review because it is an “infill development project” under Section 15332 of the CEQA Guidelines.
- As explained in detail below, the proposed Project is exempt from further environmental review under the “common sense” exemption set forth in Section 15051(b)(3) of the CEQA Guidelines.

5.1 - Section 15183 Exemption for General Plan Consistency

The proposed Project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified. Therefore, the Project is eligible for the limited scope of environmental review available under Section 15183 of the CEQA Guidelines.

More specifically, the 2040 General Plan Update recognized and supported the land use designations, planning and implementation of the DNSP. The proposed Project is consistent with the policies included in the General Plan for development in the DNSP. It is located within the DNSP Focus Area and consistent with the DCC/DMU land use designations, which allows hospitality, hotels, residential and retail uses. As such, the proposed Project is consistent with the development density established by existing zoning and general plan policies for which the 2040 General Plan Update EIR was certified on October 4, 2022.

The 2040 General Plan Update EIR recognized the impacts evaluated in the DNSP EIR and provided updated growth projections for the entire City of Napa through 2040. For the reasons explained in this Initial Study/Addendum, the impacts from the Project are also within and less than the impacts analyzed for the 2040 General Plan Update program. As a result, if the City applied the more limited scope of environmental review available under Section 15183, it would similarly conclude that the proposed Project is within the scope of the 2040 General Plan Update EIR impact evaluation, the 2040 General Plan Update EIR adequately describes the proposed Project's impacts for purposes of CEQA and that no further CEQA documentation is required. As explained above, however, the City elected to perform the more comprehensive environmental review described in Sections 15162(a) and 15168(c) of the CEQA Guidelines. Accordingly, the City could also determine that no additional environmental review is required under Section 15183 of the CEQA Guidelines.

5.2 - Infill Development Project, Class 32 Categorical Exemption

The proposed Project is exempt from the provisions of CEQA requiring environmental review under Public Resources Code § 21084 because it is a project that falls within a Categorical Exemption, which includes classes of projects that have been determined by the State of California not to have a significant effect on the environment. The proposed Project is exempt from CEQA under the Class 32 Exemption (CEQA Guideline §15332, Infill Development Projects) as infill development meeting the following conditions, as detailed below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The proposed Project is consistent with the land use designations and policies included in the General Plan. It is located within the DNSP Focus Area and consistent with the DCC/DMU land use designations, which allows hospitality, hotels, residential and retail uses.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The proposed Project site is on less than 5 acres and is wholly within the City limits, surrounded by commercial uses and designations in Downtown.

(c) The project site has no value as habitat for endangered, rare or threatened species.

The site is a fully developed site. No special-status plant species have potential to occur in the Project site and no sensitive plant communities exist on the Project site. No Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State Habitat Conservation Plan occurs on or in the area of the Project site. The proposed Project avoids development impacting Napa Creek.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

As explained in Section 4, the proposed Project would not have any new significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The Project site can be adequately served via adjacent existing services. The Project site has electrical, water, sanitary sewer and other services and utilizes located in Downtown within or adjacent the site.

Pursuant to the CEQA Guidelines, the Class 32 Exemption applies so long as an "Exception" set forth in Section 15300.2 does not disqualify the Exemption. No such disqualifying exception applies to the proposed Project and therefore the proposed Project is categorically exempt from CEQA under the Class 32 Exemption.

5.3 - Common Sense Exemption

Based on the analyses in this Initial Study/Addendum, the proposed Project is also exempt from further environmental review under CEQA Guideline § 15061(b)(3), the "common sense" exemption. The common sense exemption exists to allow "obviously exempt" types of projects not listed in the categorical exemptions to avoid being required to "needlessly to comply with the requirements of CEQA." Myers v. Board of Supervisors (1976) 58 CA3d.413, 425.

The City could determine, consistent with CEQA Guideline § 15061(b)(3), that a project located within the DNSP Focus Area that is consistent with the DCC/DMU land use designations, which allows hospitality, hotels, residential and retail uses, and is consistent with the policies included in the General Plan for development in the DNSP is the type of project that is contemplated by CEQA Guideline § 15061(b)(3) as interpreted by the California Courts.

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APPENDIX A:

Design Guidelines

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First Street Napa
Phase II Redevelopment
Design Guidelines

Town Center Focus Area:
Reactivating the Heart of the City

"Welcome to Downtown Napa in 2030. Enjoy Downtown's unique environment where the community comes together to enjoy a vibrant collection of inviting public spaces, attractive streets, distinctive shops and eateries, exciting entertainment venues, creative public art, historic buildings, sustainable new buildings and an array of housing options."

"As the distinctive heart of Napa, Downtown is a welcoming, fun and intimate city center – a place where history, charm, neighborhood and economic vitality come together along the Napa River."

- Vision for Downtown Napa, Chapter 3, Downtown Specific Plan



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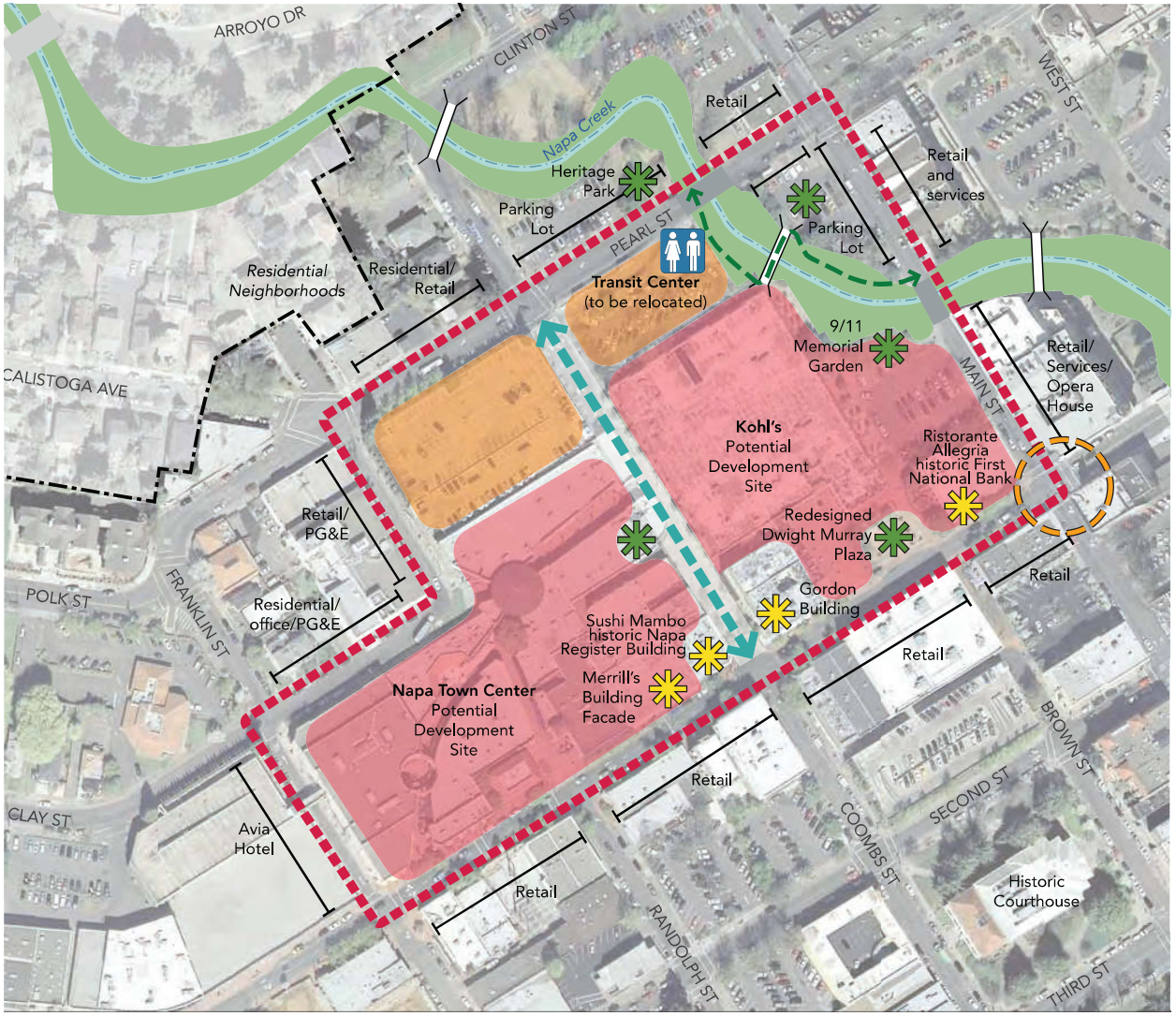
1. FIRST STREET NAPA - PHASE II REDEVELOPMENT DESIGN GUIDELINES OVERVIEW

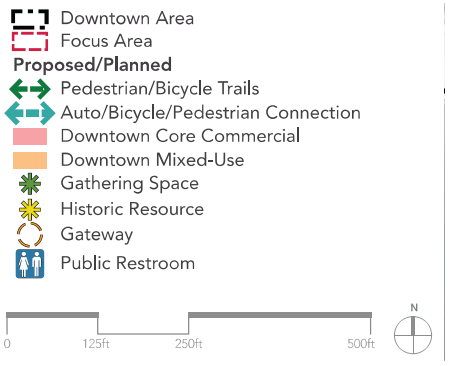
The First Street Napa Phase II Redevelopment Project ("Project"), a mixed use project primarily consisting of 78 units of for sale market rate branded residential multifamily housing units, a 6-story, Upper Upscale hotel with 161 rooms with accessory retail and related amenities, and up to 30,000 sf of ground floor and second floor retail, and public realm improvements, is located within the Downtown Napa Specific Plan Town Center Focus Area.

The Project will be developed through a Planned Development Overlay District. The PD provides the applicable regulations to implement the Project.

The PD also establishes these First Street Napa Phase II Redevelopment Design Guidelines ("Guidelines"). These Project specific Guidelines supersede the Downtown Napa Specific Plan Design Guidelines, Chapter 5. The Guidelines are intended to guide and define the character of the Project within PD Overlay District and to implement the vision and goals of the Specific Plan Focus Area and the PD.

In connection with its review of any Design Review Permit or other Project applications, the City will review the Project consistent with the standards and objectives set forth in these Guidelines.





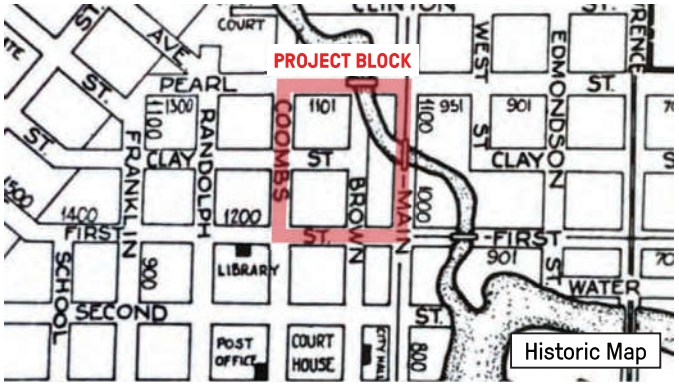
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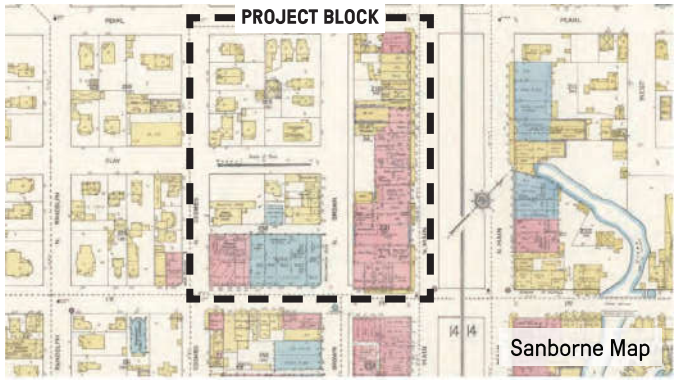
2. SITE HISTORY



Old Migliavacca Building, location of Dwight Murry Plaza









The First Street Napa Phase II Redevelopment will connect and respect the historical street patterns and architectural heritage of downtown Napa.

The Historic Map (see top right) demonstrates the previously integrated street patterns, particularly along Clay and Brown Street, with more permeable and smaller block patterns. The redevelopment of downtown Napa and the site in the 1970's significantly altered this historic configuration. This project will aim to reconnect these key corridors.

The area has also historically included various two to three story buildings with highly detailed facade frontages. The Sanborne Map (see middle right) demonstrates that the site's original buildings typically fronted the street. The project will aim to reintroduce this pattern of denser and activated buildings with facades aligned to the street frontage.

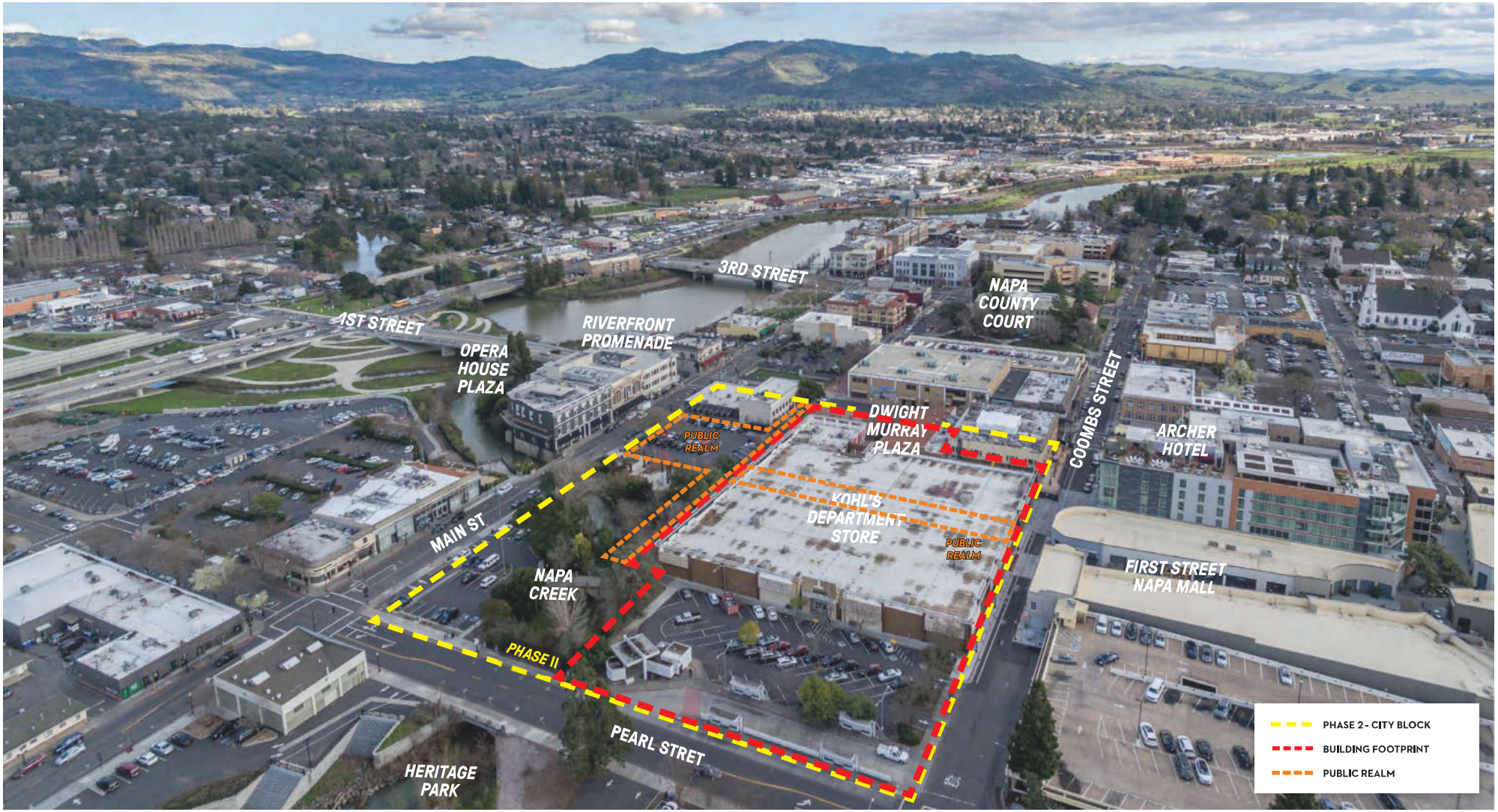
"Another prominent Turton-Newman building was the Migliavacca Building, constructed in 1904 at the corner of Brown and First streets for wine industry pioneer G. Migliavacca. The two-story stone building housed a number of different shops and department stores until it was demolished by the Napa Community Redevelopment Agency in 1973."

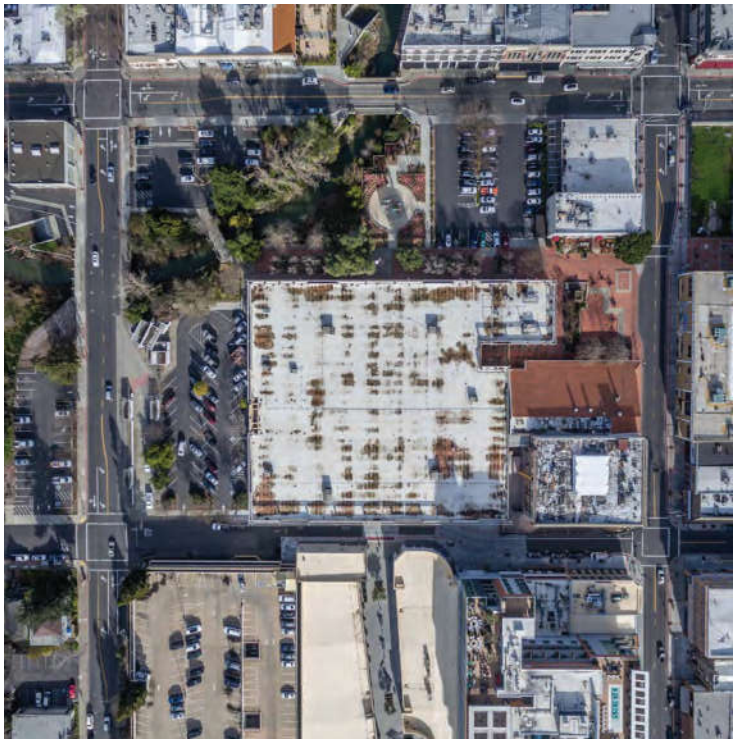
"In 1969, the City Council established a separate redevelopment agency, with its own bylaws and appointed officers. Some citizens were displeased with the Agency and its Urban Redevelopment Plan for the Parkway Plaza Redevelopment Project (adopted December 15, 1969), so they filed a referendum petition which ultimately did not get enough signatures and failed. "

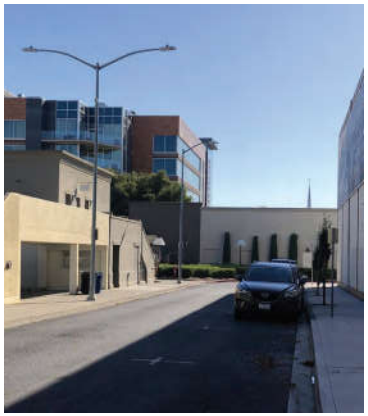
"In 1970, the City of Napa's application for the Neighborhood Development Program was approved and funded by the U.S. Department of Urban Development, setting the wheels in motion for the first major phase of redevelopment, which included the First Street beautification project, Brown Street Mall, another new downtown shopping mall, parking garages, new department stores (Mervyns and Carithers), and a one-time public art program. This effort led to the demise of some historic downtown commercial buildings, including the construction of a controversial clock tower and plaza on First Street to replace the Migliavacca Building (1905, demolished 1973), and the demolition of the Behlow Building (1900, demolished 1977) to make way for a new parking garage. Building permits from the 1970s are also on record for the demolition of a handful of buildings on Pearl Street to make way for a parking lot."

*All quotes from: Heritage Napa, Downtown Napa Historic Context Statement & Survey Report Final

3. SITE CONTEXT

















3. EXISTING SITE CONDITIONS AND OPPORTUNITIES

Various areas remain unactivated and even hostile to pedestrians within the existing site context. Certain passages are dominated by asphalt and paving—clearly intended to service vehicles rather than people. In multiple locations pedestrians remain exposed to the elements, with extremely limited landscaping and trees along many street segments and limited opportunities for respite (i.e. benches, tables, and alcoves). Various street frontages remain dominated by blank walls, fences, parking lots, and parking structure entries.

The site includes various elements to expand upon in creating an enhanced downtown Napa environment. Dwight Murray Plaza on First Street is a medium-sized urban plaza in a central location. It currently lacks sufficient uses and connections to make it active and vibrant. Additionally, its "sunken" plaza design is dated and is currently not a popular gathering place in Downtown.

Adjacent to Dwight Murray Plaza is the Brown Street Plaza. Brown Street south of Pearl Street to the mid-block south of First Street is closed to vehicular traffic. This area has the potential to become a prominent community gathering place if designed and programmed correctly.

PLANNING CONTEXT

- Characterizing Downtown as a place of social, entertainment, art, cultural, retail, residential, administrative and government uses;
- Emphasizing pedestrian orientation with active streets and open spaces;
- Promoting mixed-use projects as a means to reduce the need for automobile use and to support Downtown businesses;
- Encouraging rehabilitation and re-use of historic structures;
- Promoting the historic urban form of Downtown with new buildings compatible with the heights, street faces and building massing of older buildings;
- Enhancing public access to Downtown, including strong linkages to adjacent residential neighborhoods;
- Enhancing Downtown gateways;
- Studying access and circulation to and within the Downtown area;
- Supporting creative parking solutions;
- Creating incentive programs and regulatory ordinances that stimulate public and private investment;
- Encouraging specialty retail businesses catering to visitors and residents, and discouraging discount stores with high square footage and parking requirements; and
- Promoting hotel and conference facilities, 24-hour activity, art and cultural activities.

4. EMBRACING THE DOWNTOWN FABRIC

The immediate vicinity of the First Street Napa Phase II Redevelopment offers a vibrant downtown setting with an array of hotels, restaurants, businesses, and public plazas. The Archer Hotel and Andaz Hotel both provide a high-quality boutique hotel experience for business travelers and Napa Valley tourists. A wide range of cuisines can be experienced in the many restaurants accessed along First Street, including within the First Street Napa Mall. Both small businesses and major corporations have offices located in buildings such as Spaces Napa Valley and Napa Square that compliment the First Street Mall retail storefronts and various other service oriented commercial spaces. The project intends to both complement and expand these opportunities to attract both residents and visitors to Downtown Napa.



Archer Hotel



First Street







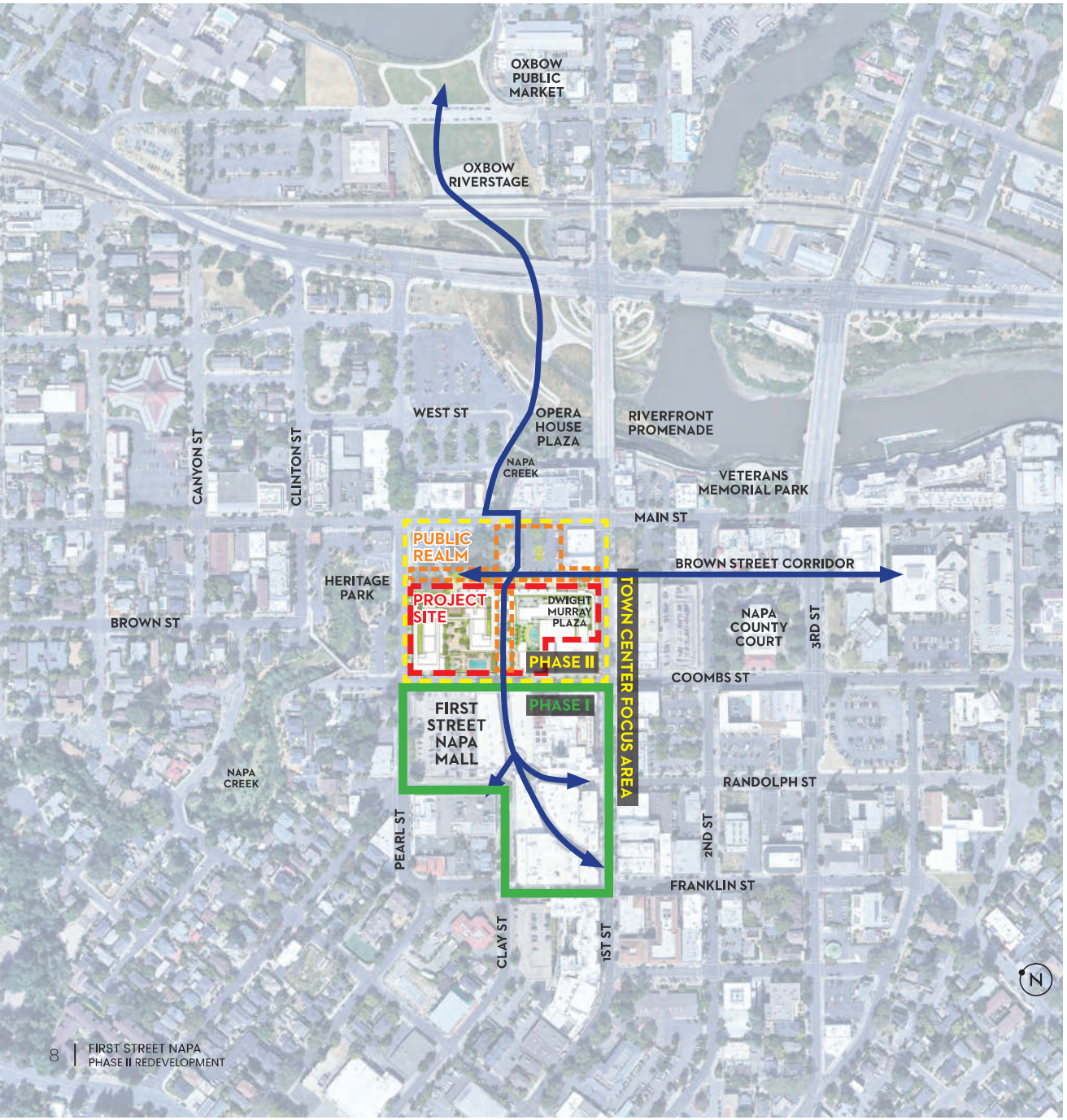
First Street Napa Mall



4. EMBRACING THE DOWNTOWN FABRIC

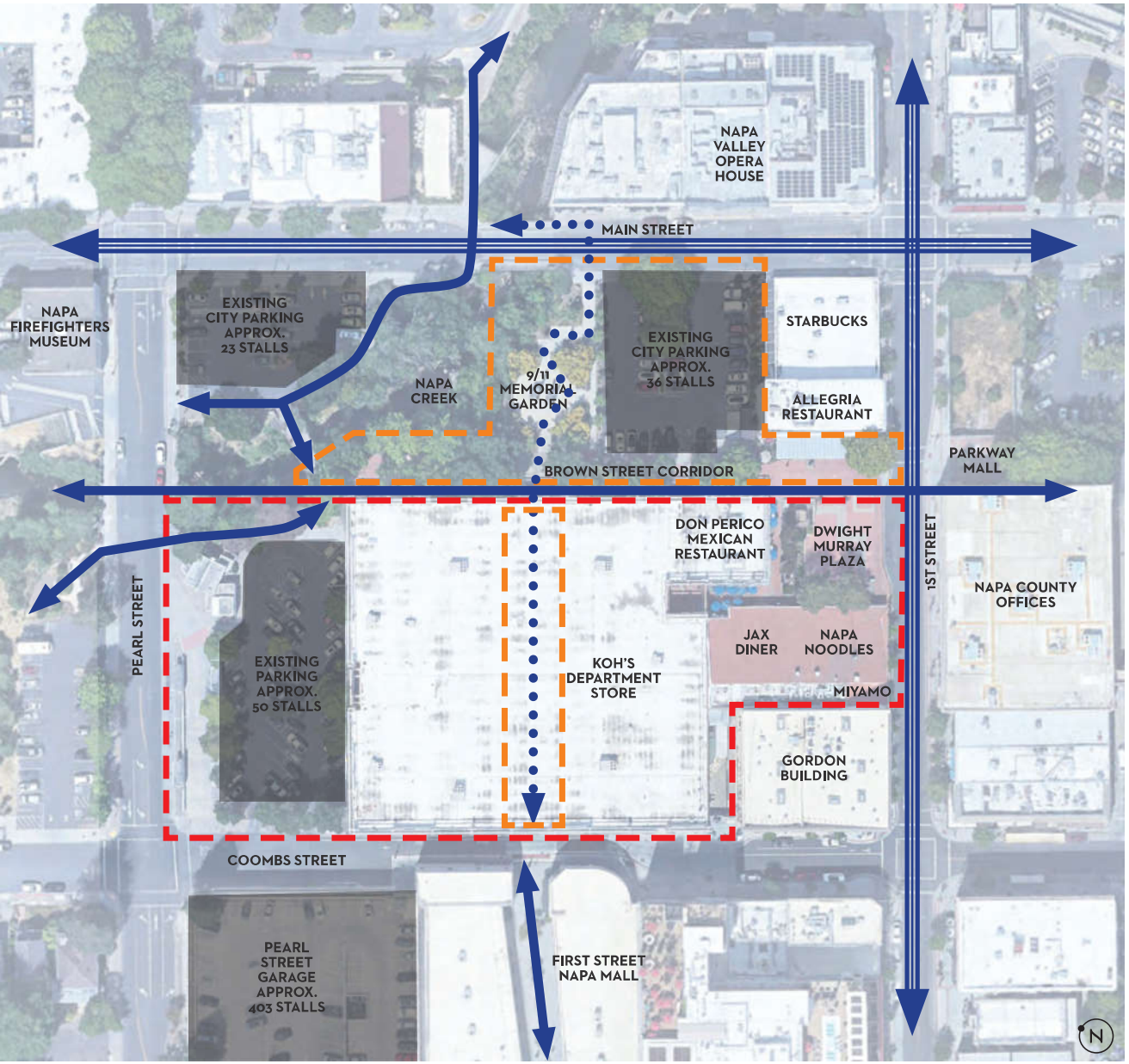
The First Street Napa Phase II Redevelopment's creative blend of dense residential and commercial uses, plazas and promenades, and natural areas will advance some of the key goals of the Downtown Napa Specific Plan:

- **Create a Downtown Napa Civic Center:** The project's key goals will help to "make Downtown Napa an inviting and friendly place to live, work and visit" (52) and "promote the role of Downtown as the primary place where civic buildings are concentrated and where people come together to enjoy public art and culture, open spaces, and public facilities" (52).
- **Develop an Active, Connected, and Safe Public Realm:** The project is committed to balancing building development with "a human-scale, pedestrian-friendly environment that is inviting to residents and visitors" (52). This will be accomplished by "[creating] linkages to and between public gathering places, parks and the Napa River for people to explore Downtown" (53), including connections to Oxbow Commons, Riverstage, and Public Market; developing "public improvements further the goal of a safe and inviting Downtown" (91); designing a "larger developments that [groups] retail, hotel, multi-unit residential and/or office buildings to shape distinct and memorable open space(s), that are accessible to the public" (97); and incorporating "special building forms (i.e., towers) and site improvements (i.e., fountains or sculpture) . . . to help organize and accent spaces by framing entrances, terminating views and highlighting central focal points" (97).
- **Integrate Mixed Use Development:** The project's buildings will create opportunities for a mix of residential, commercial, and hotel uses. This range of uses will "promote Downtown Napa as an opportunity area for mixed-use development, including a range of housing options and densities" (52) and concentrate "activity-generating uses in the core area of Downtown, including retail shops, offices, commercial services, restaurants and entertainment venues" (53).
- **Promote Quality Design:** Buildings and open spaces throughout the First Street Development will be designed to the highest quality and "[developed with] unique structures that complement their surroundings, orienting buildings and entrances to streets and public gathering places" (53).



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EMBRACING THE DOWNTOWN FABRIC



Key Elements:

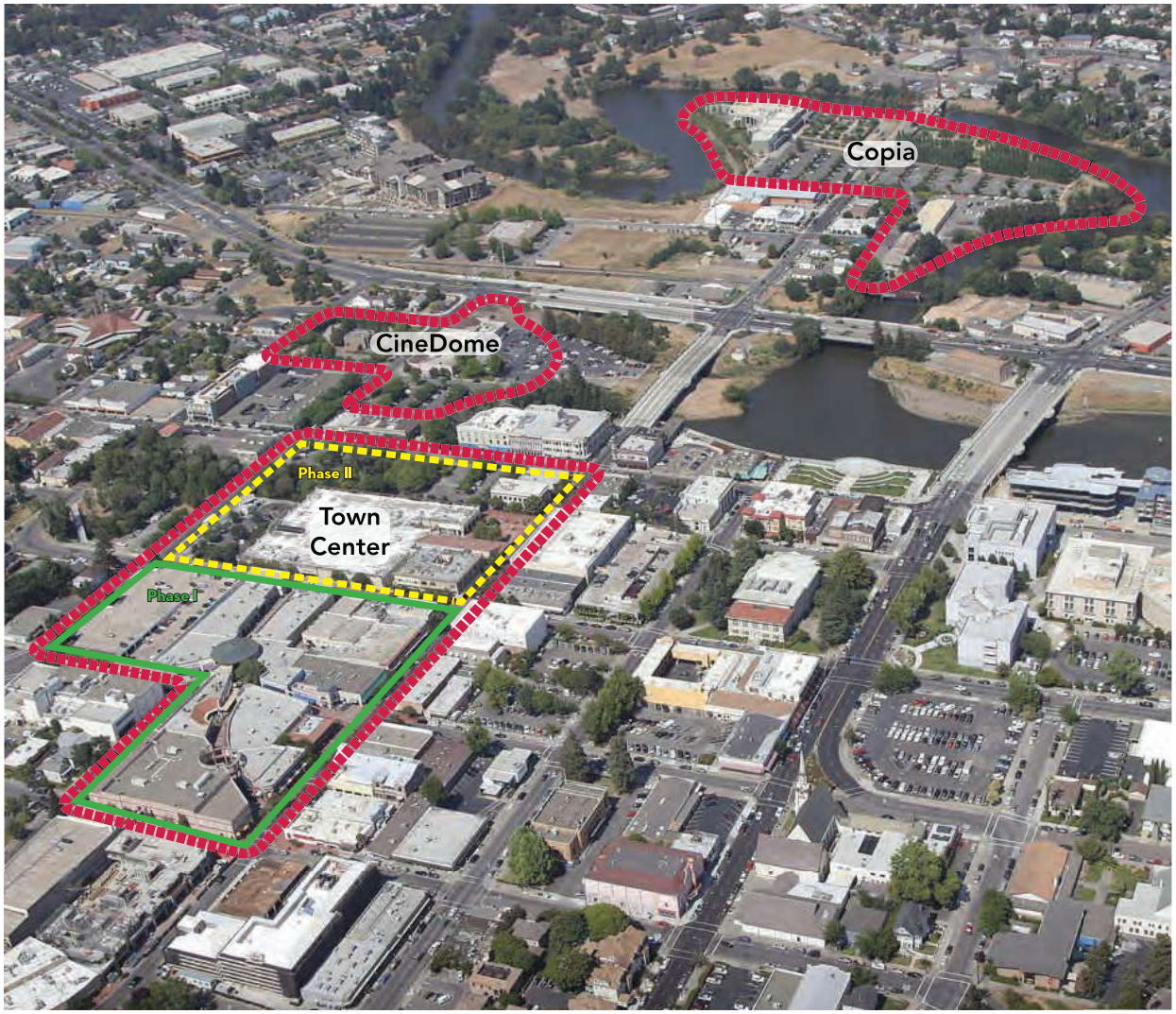
- **Kohl's Department Store:** The large-scale Kohl's Department Store is the primary building dominating the site. This building will be demolished and replaced with new structures as a key project redevelopment strategy.
- **Gordon Building:** This historic downtown building on the corner of Coombs and First Street offers a prominent street frontage.
- **Restaurants & Cafes:** The area includes various dining opportunities, including three restaurants fronting Dwight Murray Plaza (Don Perico Mexican Restaurant, Jax Diner, and Napa Noodles), Allegria Restaurant along the Brown Street Corridor, and Starbucks on the corner of Main and First Streets.
- **Dwight Murray Plaza:** The plaza is outdated and ill-designed for the urban fabric of downtown, but was intended to be a prominent gathering area.
- **Brown Street Corridor & Parkway Mall:** Connected to the Dwight Murray Plaza is the Brown Street Corridor and Parkway Mall, which include amenities such as mature shade trees and outdoor dining areas. These mid-block passages increase urban fabric permeability and pedestrian access opportunities.
- **9/11 Memorial Garden:** The memorial garden and sculpture offers a peaceful area for reflection.
- **Napa Creek:** The Napa Creek corridor transects the northern corner of the site and offers green space connection to areas such as Heritage Park, Napa Riverfront Promenade, and the Oxbow Riverstage.
- **Parking Lots & Garages:** The proposed project area includes over 100 parking stalls in 3 surface parking lots. The nearby Pearl Street Garage offers additional parking opportunities to visitors.
- **Nearby Amenities:** Other nearby amenities include Napa institutions—such as the Napa Valley Opera House as well as shopping stores within the First Street Mall and along nearby streets.

LEGEND

- PROPOSED PROJECT SITE
- PROPOSED PROJECT PUBLIC REALM
- PROPOSED ENHANCED PEDESTRIAN CONNECTIONS
- EXTG MAIN VEHICULAR THOROUGHFARES
- EXTG PEDESTRIAN CORRIDORS
- EXTG PARKING AREAS

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5. SPECIFIC PLAN
TOWN CENTER FOCUS AREA



The First Street Napa Phase II Redevelopment is located with the Downtown Napa Specific Plan's Town Center Focus Area. This focus area supports achieving one of the key goals of the Specific Plan, which is to "designate the Downtown core as the location for Downtown's retail activities, supported by retail, service, office and residential opportunities bordering the core in a mixed-use designation" (53).

The approximately 14-acre Town Center Focus Area is located near the center of Downtown. It is the commercial "heart" of the city, bounded to the east by Main Street, to the south by First Street, to the west by Franklin Street and to the north by Clay and Pearl streets (see Figure 4.5: Town Center Focus Area). The majority of the area is composed of the Napa Town Center and the Kohl's development, a shopping mall located on several consolidated blocks. The area also includes commercial uses, surface and structured parking, two public plazas, surrounding street frontages, and a portion of Napa Creek. All of these uses can be addressed and reconfigured to reactivate downtown.

This project aims to achieve a number of the specific objectives for this Town Center Focus Area, which in turn achieve the vision of the Specific Plan, including:

- "[Improving] pedestrian, bicycle and auto circulation through the design of streets, pathways and passageways" (82).
- "[Promoting] mixed-use development throughout the area, with retail emphasis on ground floors to activate building edges and housing and/or office above. This site represents the best opportunity for density and height in Downtown" (82).
- "[Encouraging] gathering places such as plazas and outdoor seating areas in public spaces as well as private development projects" (82).
- "[Reactivating] Brown Street as public space that supports pedestrian and bicycle activity" (82).
- "[Providing improved] space for a 9-11 memorial" (82).

5. SPECIFIC PLAN LAND USE DISTRICTS AND PLANNED DEVELOPMENT OVERLAY

The First Street Napa Phase II Redevelopment primarily is located in the Downtown Commercial Core Land Use District and partially within the Downtown Mixed Use District. The underlying land use districts will be combined with the Planned Development Overlay District (PD).

The PD Overlay, which incorporates these guidelines, is intended to encourage high quality, innovative and creative development design and allow for varied or mixed uses by providing flexibility in underlying zoning standards and provide a mechanism for preservation and enchancement of site features while continuing to permit efficient use of land. The PD requires the project's design to incorporate the distinct mixed-used development and public realm objectives into a seamless development integrated into the "Focus Area" as envisioned in the Specific Plan.

The following pages will describe the project design elements in greater detail, particularly in relationship to implementing the Downtown Napa Specific Plan.

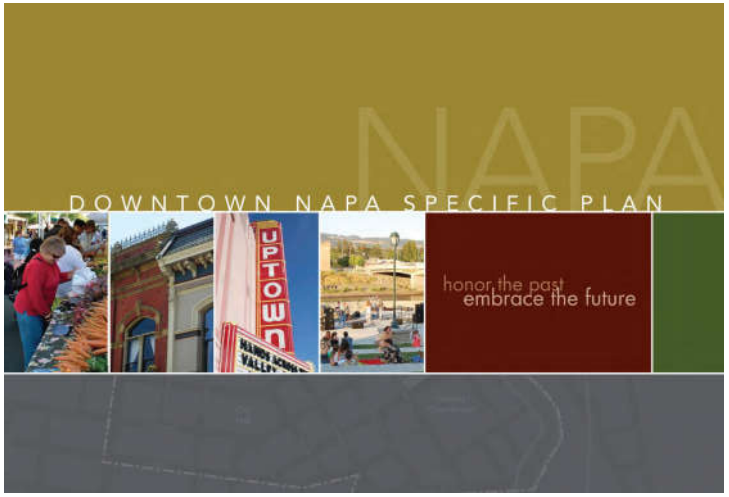
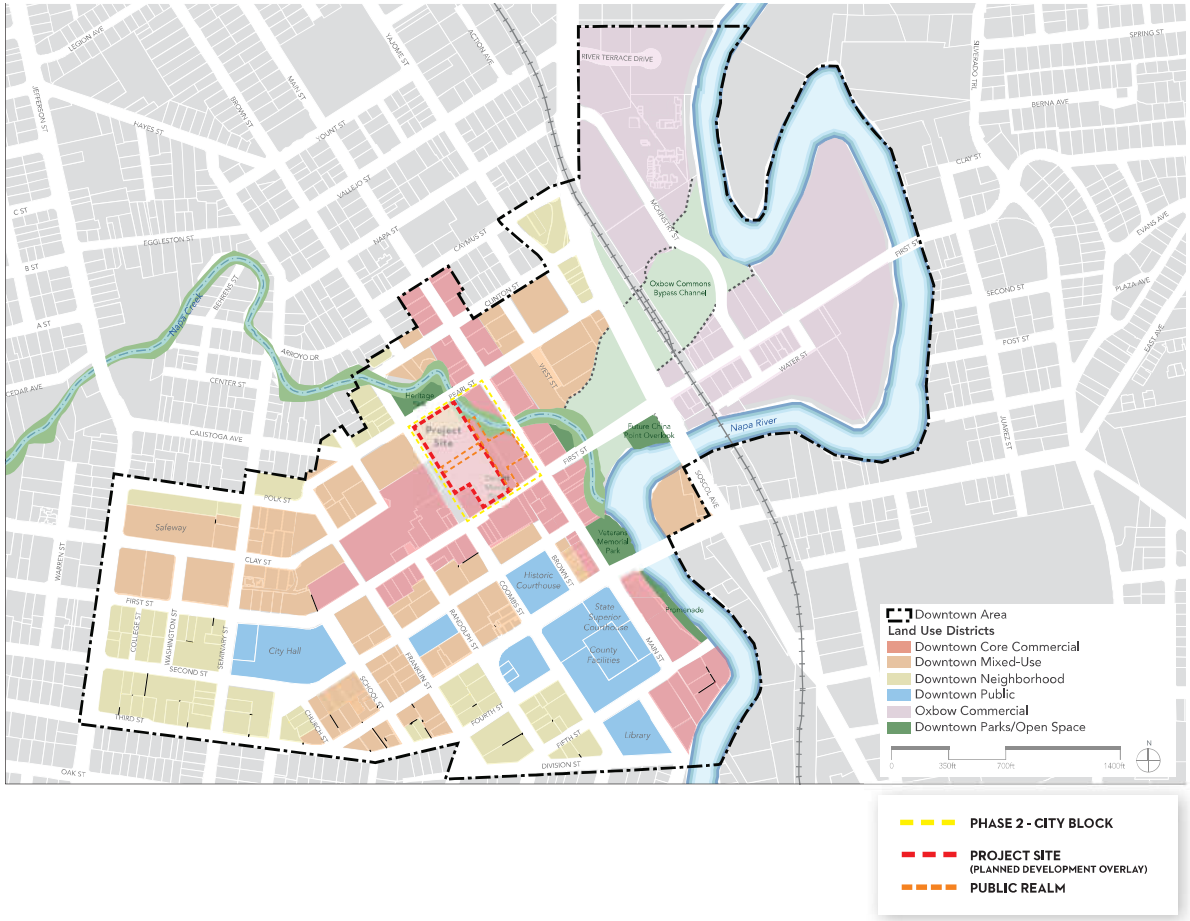


FIGURE 4.1: Land Use Designations and Zoning Districts Map



RIOS | IOSB



6. DESIGN & STANDARDS

The First Street Napa Phase II Redevelopment project will develop an integrated, active, and inviting expansion of downtown Napa with both private and public realms of development.

Key Private Realm Elements:

- **Hotel Uses:** The hotel will be an STR-rated upper-upscale facility with up to 161 rooms. The Hotel will also include amenities such as a restaurant on the ground floor and a rooftop patio and bar, a spa and event space. These amenities may be operated as independent retail and commercial uses from the hotel.
- **Residential Uses:** 78 market-rate for sale branded condominium units that will be serviced by the Hotel and may be made available for short-term transient rental in connection with the Hotel.
- **Retail Uses:** Up to 15,000 sf of stand-alone retail space in the ground floors of two buildings, along with up to 15,000 sf of hotel and residential accessory commercial space in the ground and second floors of two buildings.

Key Public Realm Elements:

- **Outdoor and Public Spaces:** The outdoor and public spaces will include both raised and atgrade spaces facilitating a myriad of public and private uses. This will include spaces designed for active engagement and connections for pedestrians on adjacent public property on First Street and the former Brown Street. Programming includes the potential for public gatherings, food and beverage sales, and for organized public and private events.
- The Project will develop a new public plaza (the "New Plaza") of a size equal to or greater than the Dwight Murray Plaza (approximately 0.18 acres) and in a location roughly aligned with the former Clay Street right-of-way (to create visual connections for pedestrians from Coombs Street to the 9/11 Memorial Garden and the Opera House). The New Plaza will be a pedestrian-oriented ADA-compliant space with design elements for retail activation complimentary to First Street and public gathering opportunities that will include a public concourse running between the hotel and residential buildings that will lead from the First Street Napa mall to the Brown Street Corridor.
- The former Brown Street corridor will be restored and is intended to be designed to meaningfully engage the adjacent public rights-of-way between the Project site, new hotel drop-off, the 9/11 Memorial Garden, Main Street, Napa Creek and the surrounding downtown areas and Oxbow district. This will transform the currently underutilized spaces adjacent to the Creek into an extension of the project's spaces for public and private uses.
- A new pedestrian crossing extending from the existing sidewalk and aligning with the mid-block bridge across the Napa Creek will further connect the project to the Oxbow district to the east.

Use	Area (SF)	Units / Keys
Hotel & BOH	Approx. 190,000	161
Residential	Approx. 178,000	78
Retail / Spa / Amenity	Approx. 30,000	-
TOTAL	Approx. 398,000	239

(Not including MEP and Parking)

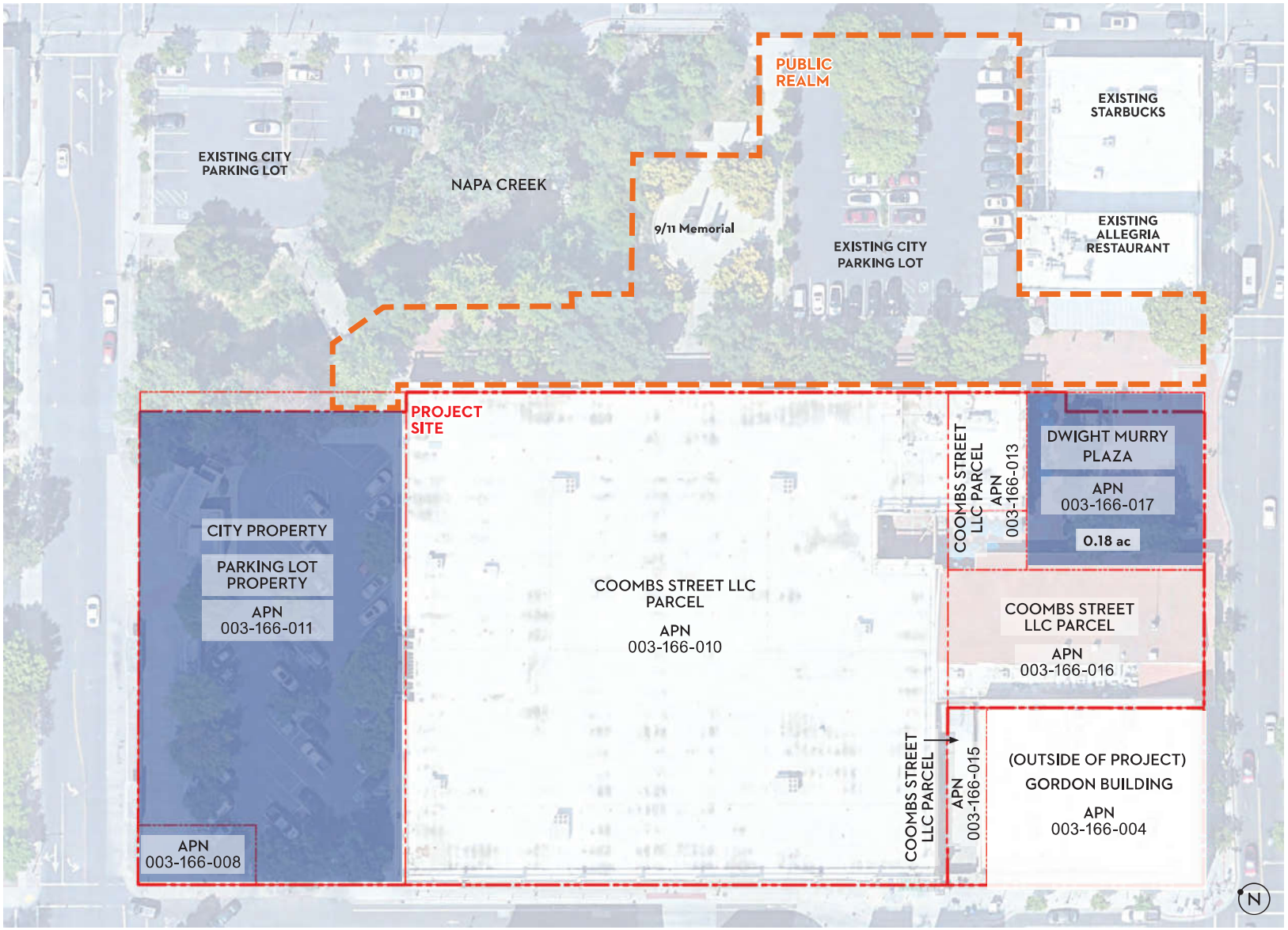
ATTACHMENT 23

6. EXISTING SITE & PARCEL CONFIGURATION

Existing site conditions showing the extent of various parcels, current ownership and extents of public realm adjacent to the project.

The Project will be developed on the 1.94-acre parcels that includes the Kohl's Department Store and other users located at 1106, 1116 and 1118 First Street, Napa, California, designated as Assessor's Parcel Nos. 003-166-010, 003-166-013, 003-116-015, 003-166-016 ("CS Parcel").; the approximately 0.7-acre property and the surface parking lot located at 1151 Pearl Street in Napa, California, designated as Assessor's Parcel Nos. 003-166-008 & 003-166-011 ("Parking Lot Parcel") and the approximately 0.19 acre property on First Street adjacent to the CS Parcel known as the Dwight Murray Plaza, designated as Assessor's Parcel Nos 003-166-017 ("Dwight Murray Parcel").

The Dwight Murray Parcel, the Parking Lot Parcel and the CS Parcel all together comprise approximately 2.83 acres of land and are referred to herein collectively as the "Property". Other Project improvements will occur within the Brown Street right-of-way adjacent to the Property. The existing configuration does not implement the vision of the Downtown Napa Specific Plan or Focus Area.



ATTACHMENT 23

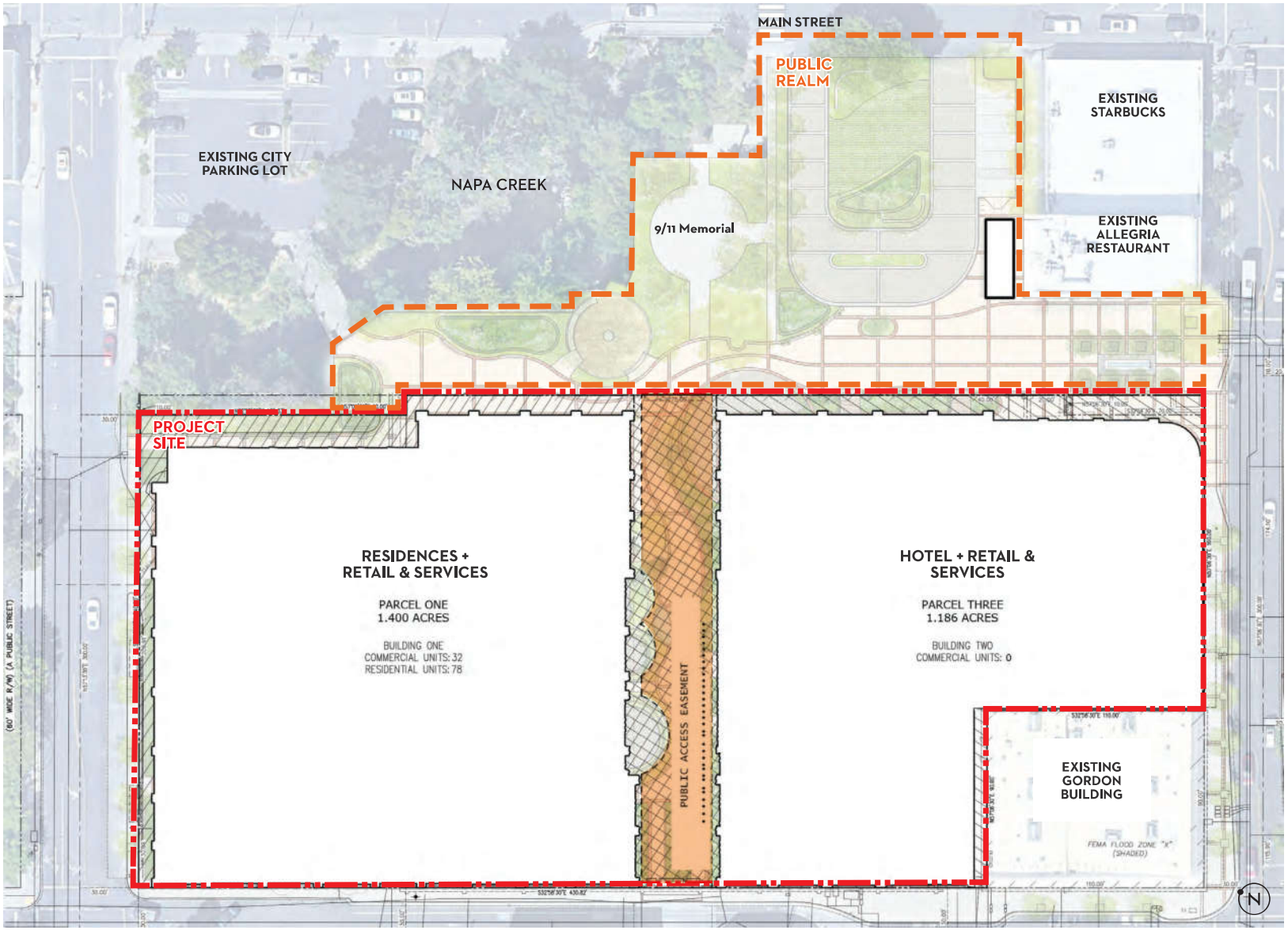
6. PROJECT SITE AND PARCEL CONFIGURATION

The proposed site configuration, relocating the new plaza and pedestrian corridor extension from the Napa First Street mall up to the 9-11 Memorial and Brown Street public realm.

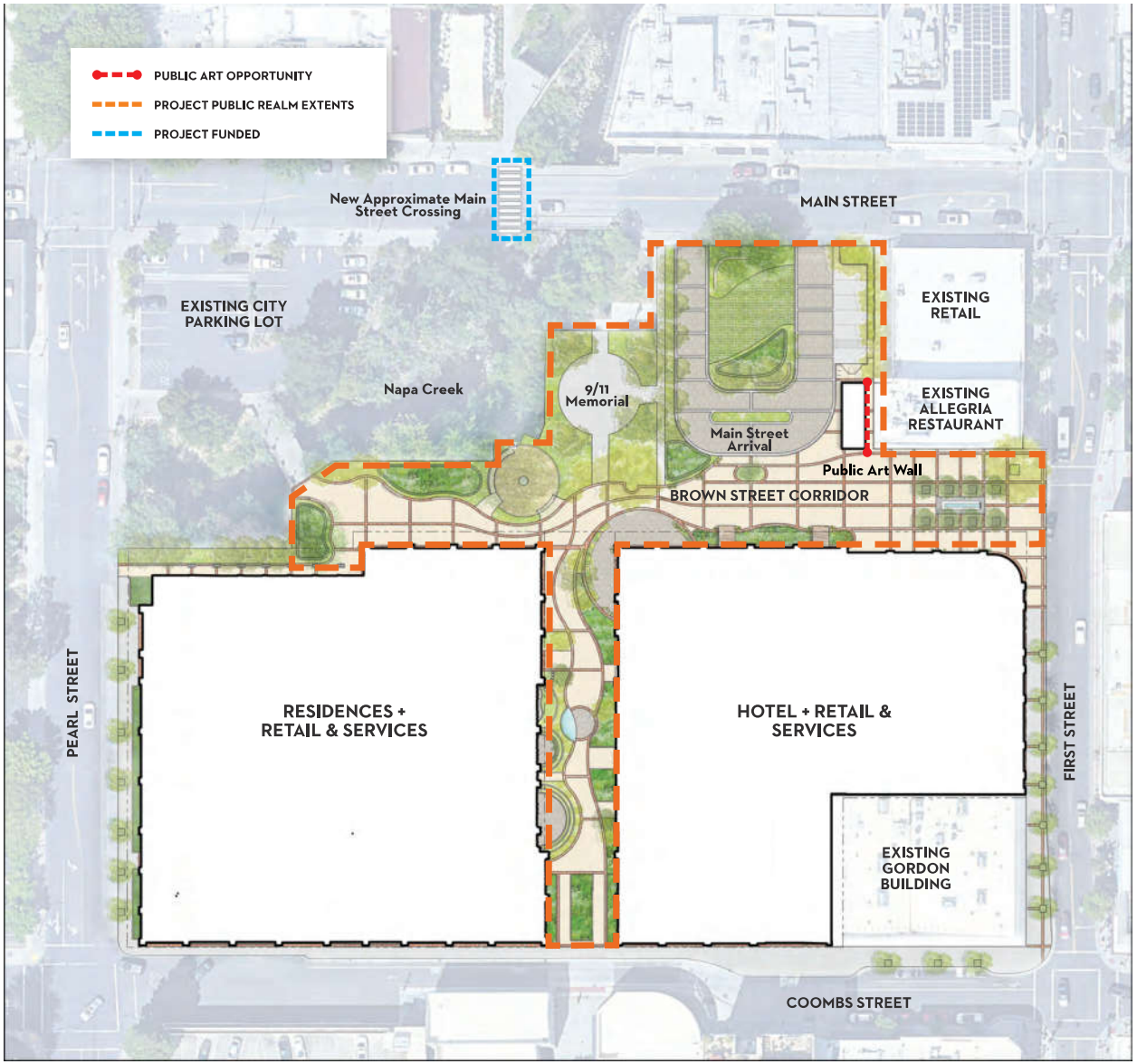
Project includes a new common arrival to replace existing parking lot.

The 7 existing parcels will be reconfigured into 3 fee parcels, 1 condominium airspace parcel and 1 airspace parcel for a total of 5 parcels for financing, ownership and condominium property division purposes. The condominium airspace parcel will consist of 78 Residential Units and 32 Commercial Units for financing, ownership and condominium subdivision purposes.

The new parcel configuration will activate downtown and implement the vision of the Specific Plan.



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6. LAYOUTS AND IMPROVEMENTS

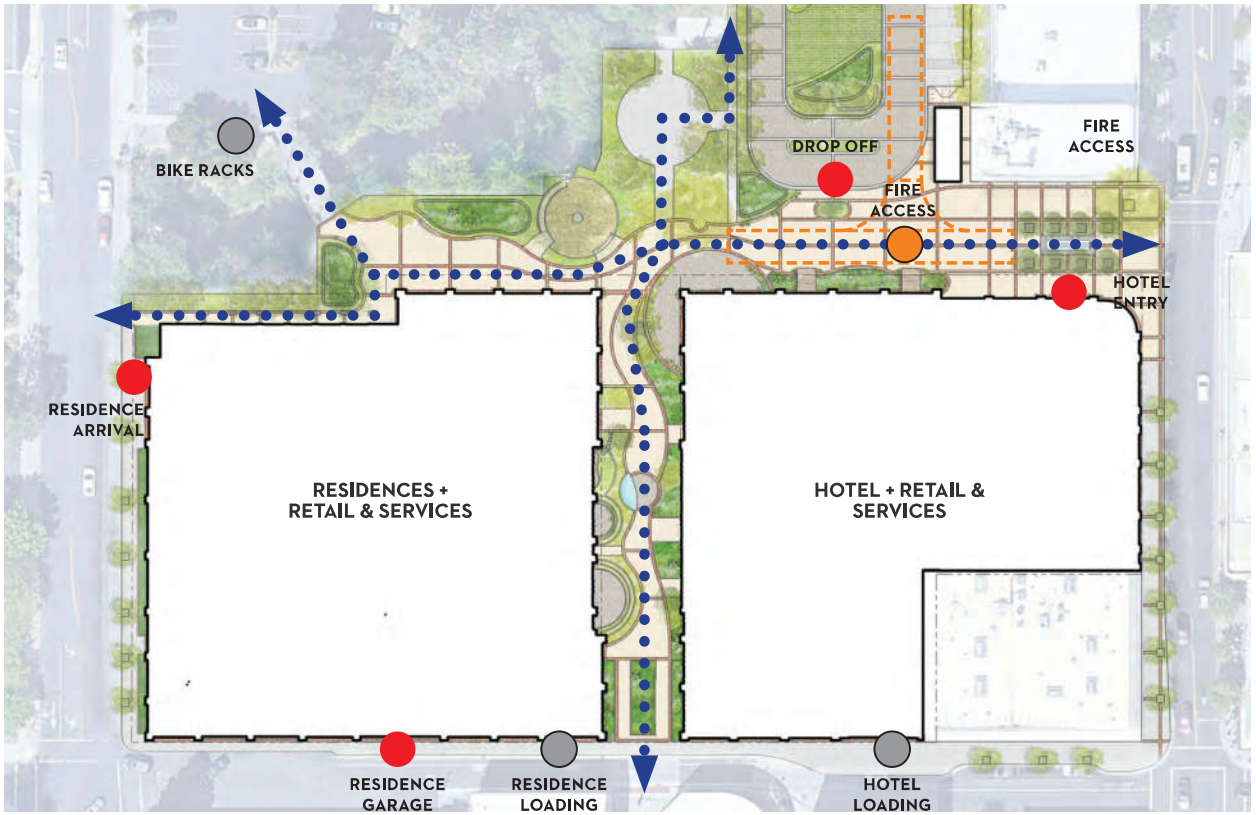
PUBLIC REALM

The project's public realm will create "attractive and inviting public realm" (109) with "tree-lined, pedestrian-oriented walking streets and outdoor plazas with numerous gathering spaces, outdoor cafes and seating areas, and unique design elements" (109). The site design will emphasize a careful balance between buildings and the public realm with "open spaces, walkways and alleys to break up building mass, allow access through developments and create visual breaks" (95).

Key Elements:

- **Renovated Brown Street Pedestrian Corridor:** The Brown Street Pedestrian Corridor will be renovated with an improved hardscape and landscape design, seating areas, and vendor areas. This aligns the Downtown Napa Specific Plan goal of "[enhancing] and [maintaining] the North and South Brown Street Plazas as part of the overall pedestrian and bicycle circulation system" and creating an area "to serve as a plaza/community gathering space in conjunction with Dwight Murray Plaza" (125).
- **Interior Pedestrian Corridor:** The Interior Pedestrian Corridor will bisect the interior part of the project site and provide multiple access points to buildings, a direct pedestrian walkway from the First Street Napa Mall, and more general pedestrian connection route through downtown. This corridor will feature hardscape and landscape design, seating areas, and vendor areas integrated into the Brown Street Pedestrian Corridor.
- **Main Street Crossing:** A new pedestrian crossing at approximately the mid-block location to align with the existing sidewalk connecting the 9-11 Memorial will be funded by the project.
- **Main Street Arrival:** The existing city parking lot will be improved and redesigned to provide a dedicated drop off at the Brown Street corridor.
- **Public Art:** The project will incorporate public art at key locations as identified in the City of Napa Public Art Master Plan. The site plan recognizes that "public art is an important component in creating a unique downtown experience [and] . . . may function as gateway identifiers" (120).
- These key elements will create a human scale, pedestrian-friendly linkage through downtown, the project site, Brown Street, the 9-11 Memorial, Main Street, Napa Creek, and the Oxbow.

6. SITE LAYOUT
ACCESS AND CIRCULATION





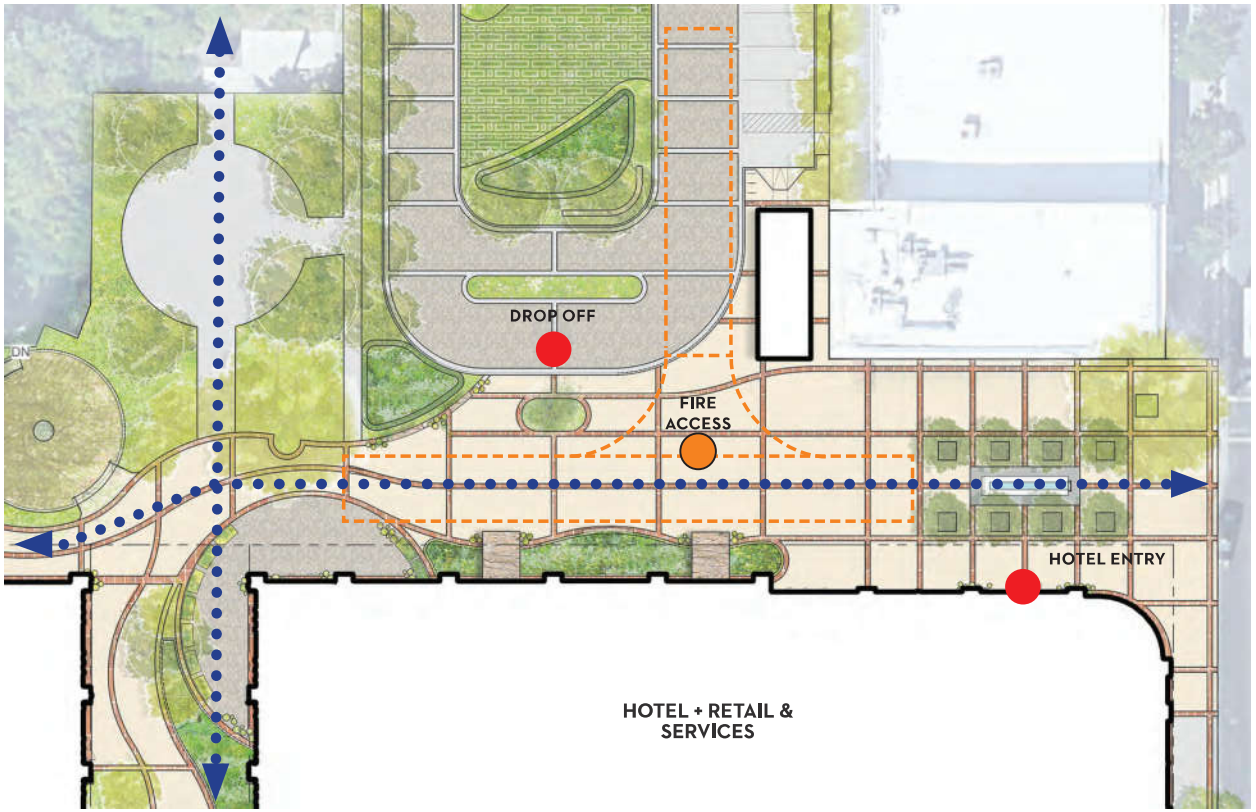
LEGEND

- PRIMARY ARRIVAL POINTS
- FIRE ACCESS
- LOADING & SERVICE
- PROPOSED ENHANCED PEDESTRIAN CONNECTIONS

The project will address many of the key objectives of the Downtown Napa Specific Plan's Streetscape Plan (see Figure 5.3). This includes creating improved pedestrian plazas along Coombs Street and Brown Street; enhancing design features along three streets: Main Street (Core Street), First Street (Core Street), and Pearl Street (Secondary Street); and improving the experience at the Pearl and Main Street Secondary Gateway.

Key Elements:

- **Pedestrian Circulation:** Pedestrians will have a variety of routes to circulate through the project site. This includes the primary Brown Street and Interior Pedestrian Corridors as well as pathway connections through Napa Creek. The design will "provide a human-scale, pedestrian-friendly environment that is inviting to residents and visitors" (52) and foster "linkages to and between public gathering places, parks and the Napa River for people to explore Downtown" (53). Mid-block pedestrian passages, particularly across Coombs and Main Street, will encourage improved pedestrian circulation within the site and more generally through downtown; these mid-block crossings will "consider [using] in-pavement flashers, and crosswalk signage that flashes to alert drivers of a crossing" (111). Buildings will also be oriented towards walkways in order to "foster a pedestrian environment" (91).
- **Bicycle Circulation & Parking:** Bicyclists will be directed to travel along the mid-block corridors and through the potential improved Napa Creek corridor. This plan will ensure a "a clear path of travel for…bicyclists through new development, and particularly through parking lots and open spaces" (128). Bicyclists will be provided with "bicycle parking [that] is conveniently located and accessed" (128) and "route and wayfinding signage along bike pathways for orientation and to encourage long-distance use" (128).
- **Vehicular Access:** The project will also incorporate a variety of drop-off areas, particularly along Coombs, within the existing City Parking Lot adjacent to the Brown Street Corridor and 9/11 Memorial Garden. Fire truck access will be integrated into the site plan.
- **Residence Parking:** The residences have dedicated parking in a two level garage structure, integrated into the podium of the residence building. A minimum ratio of 1 parking space per residence unit is provided with additional spaces that are valet operated in a tandem configuration.
- **Building Loading Areas:** To the extent possible, new loading areas will be located "within the building footprint or within private parcel, where possible, to minimize adverse traffic impacts and street activities" (128).





LEGEND

- PRIMARY ARRIVAL POINTS
- FIRE ACCESS
- LOADING & SERVICE
- PROPOSED ENHANCED PEDESTRIAN CONNECTIONS

6. SITE LAYOUT
PARKING AND LOADING

Key Elements:

- **Existing Parking Lot Location:** Visitors to the First Street Napa Phase II Redevelopment will be able to arrive at a renovated drop off with parking adjacent to the Starbucks and Allegria Restaurant and accessed on Main Street making Main Street a key downtown access point. This lot location is designed "to make parking easy to locate and access" (126), places parking "strategically where demand is highest" (126), and avoids "entrances or exits of parking facilities on residential streets" (126). This also allows for limiting impact along First Street by eliminating the existing lay-by lane on First Street, pushing all vehicular drop off into the new arrival.
- **Pedestrian Interaction:** The parking lot design strategically accommodates pedestrian circulation by locating access on a "side [street] . . . rather than from [a] pedestrian-oriented [street]" (126) and "[ensures] parking is as unobtrusive as possible and does not detract from the pedestrian orientation of Downtown" (126).
- **Safety & Visibility:** The parking lot will incorporate "safe walkways and visual connections to parking lots and structures, and provide ample lighting in and around parking lots and structures to enhance safety" (126).
- **Signage:** The parking lot will include "attractive signage to clearly direct drivers into and out of . . . surface parking entrances" (126).
- **Technology & Charging Stations:** The parking lot design will potentially "[incorporate] other technologies, such as charging stations for electric vehicles, into parking" (126).
- **Valet Parking:** To support the Hotel and Residences, valet parking is provided at the new Brown Street Corridor drop off.

6. INTEGRATION OF HISTORIC DOWNTOWN DEVELOPMENT PATTERNS

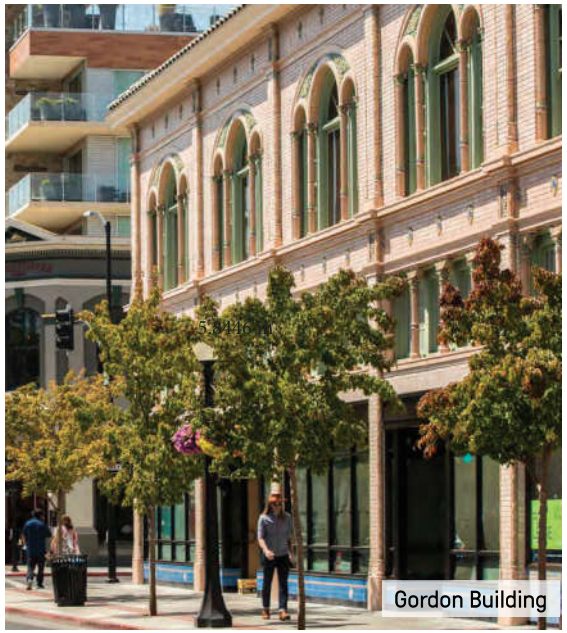
Given the project's proximity to nearby downtown Napa historic landmarks and buildings, the First Street Napa Phase II Redevelopment project will incorporate various features to acknowledge this historic relationship.

Key Elements:

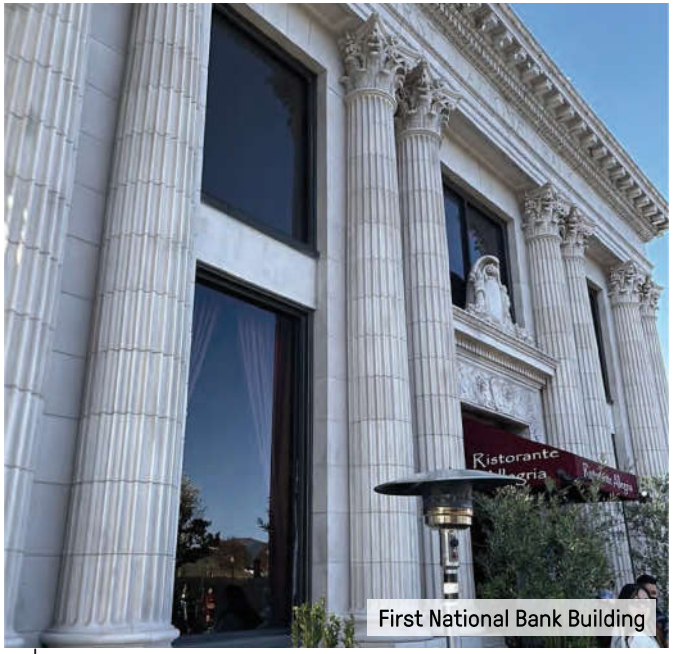
- **Historic Patterns:** The project will restore the historic urban grain, aligning the street frontage with the existing historic resources while bringing back the implied building mass from the Migliavacca buildings past and extension of urban grid through the new pedestrian paseo.
- **Height, Setbacks, and Stepbacks:** The buildings will "reinforce the historic pattern with heights, setbacks and upper-level stepbacks oriented to the many existing two- and three-story buildings" (98). Proposed buildings near historic commercials buildings abut walls and aim to "create a solid block face" (108).
- **Style and Materials:** Selected styles and materials will complement the character of the existing historic buildings (108).
- **Building Setbacks:** Along first street, consistent setbacks with adjacent existing Gordon Building, continuation of historic zero lot line and building face along First Street. Other property boundaries hold no requirements, consistent with the zero lot line within the Downtown specific plan.



Napa Valley Opera House



Gordon Building



First National Bank Building



Winship-Smernes Building



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6. ADJACENT INTEGRATION OF HISTORIC DOWNTOWN

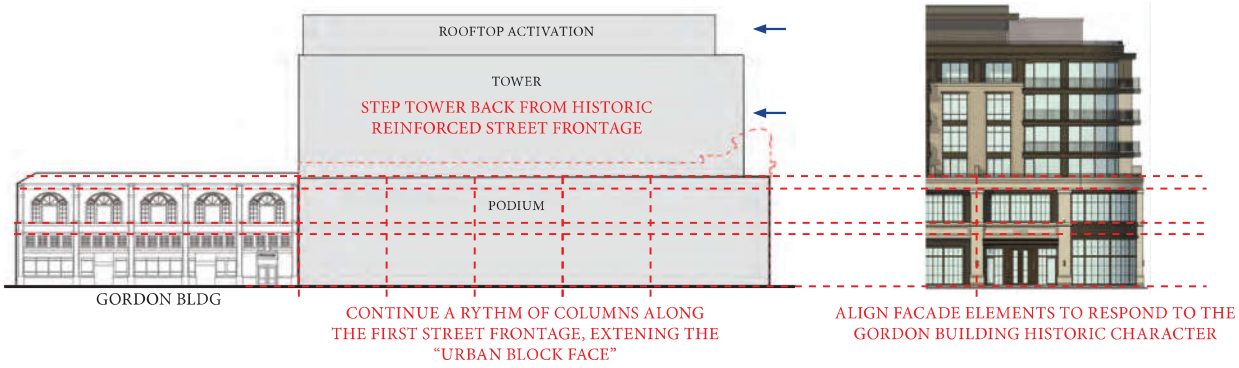
GORDON BUILDING



Secretary of Interior Standards for Treatment of Historic Properties: Items 9 & 10 from the Secretary of Interior Standards:

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

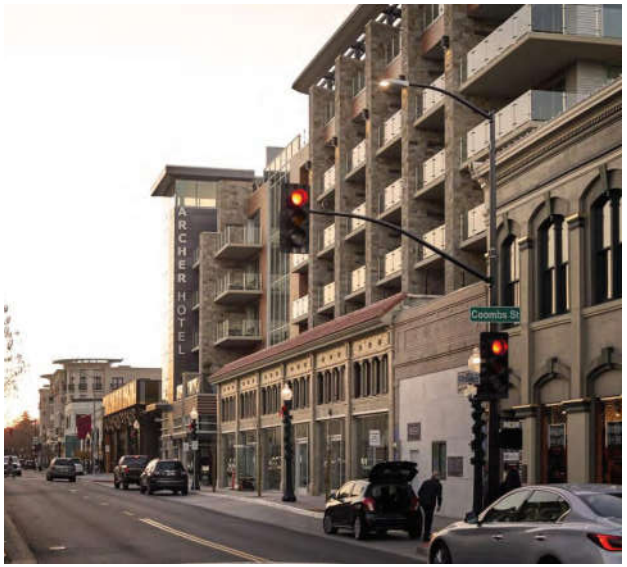


Given the project's proximity to nearby downtown Napa historic landmarks and buildings, the First Street Napa Phase II Redevelopment project will incorporate various features to subtly acknowledge this relationship.

Key Elements:

- **Incentives for Preservation:** The Downtown Napa Historic Resources Design Guidelines document prepared by Page + Turnbull (Appendix G) specifically identifies historic structures and provides guidelines for new development to ensure they are designed to complement and protect these existing structures. Chapter 8 – Implementation also includes federal, state, and local measures and incentives for the preservation of historic resources.
- **Design Guidelines for Historic Resources:** These guidelines must be consulted for any project involving a property listed on the inventory or that is adjacent to a significant historic property as defined in the Downtown Napa Historic Resources Design Guidelines.
- **New Construction & Historic Resources:** For new development that is adjacent or within close proximity to historic resources:
  1. Consider how the style, massing, rhythm, setbacks and materials of new construction may affect the character of adjacent historic resources.
  2. Near historic residential properties, set new construction back from the street and preserve the open space and rhythm between residences.
  3. Near historic commercial buildings, abut adjacent buildings with new construction to create a solid block face, unless otherwise specified.
  4. If an addition or new construction is under consideration, reference the information for adjacent historic resources to verify that the proposed change is compatible with both the subject property and the adjacent historic resources.
  5. Consult the building code and zoning code in addition to the Downtown Napa Historic Resources Design Guidelines, as it is not a regulatory document.
- **Gordon Building - Additions & Adjacent New Construction:** Opportunities for adjacent new development may exist at the rear of the Gordon Building, currently a service alley and non-historic department store. The Gordon Building has a strong street presence, and therefore there are no height limitations relative to historic resources on adjacent new construction, except as otherwise prescribed by the DSPDevelopment Standards.

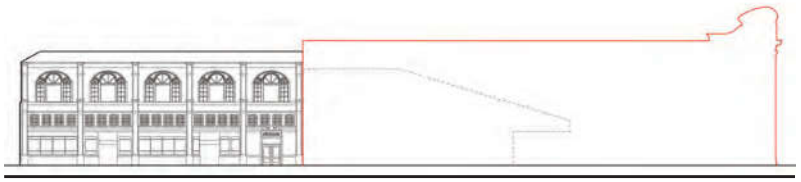




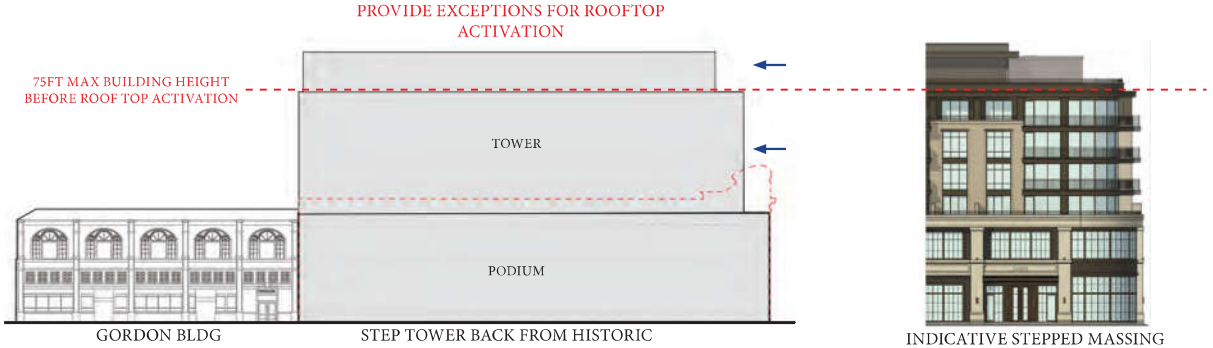
6. BUILDING ORIENTATION & SCALE

Key Elements:

- **Primary Facades & Entries:** The project site design prioritizes "[orienting] buildings so that primary façades and key pedestrian entries face major streets or plazas" (93).
- **Corners:** The buildings will incorporate "corners… [with] accentuated with height, articulation and unique roof silhouettes to emphasize their presence" (93). The project will aim to "locate ground-floor commercial uses on street corners at key intersections" (93).
- **First Floor Height:** The buildings' first floor height will be a minimum of 14 feet, which is in alignment with the Downtown Napa Specific Plan's Ground Floor Height Guideline Area (95); this height requirement will "distinguish that area as the retail core of Downtown" (95).
- **Upper Story Stepbacks:** Buildings will incorporate upper story stepbacks in order to "retain [a] pedestrian scale" (98) setting; these setbacks will include "balconies or roof gardens" (98).



GORDON BLDG HISTORIC MIGLIAVACCA BLDG MASSING



GORDON BLDG STEP TOWER BACK FROM HISTORIC REINFORCED STREET FRONTAGE

INDICATIVE STEPPED MASSING OFF PODIUM LEVEL

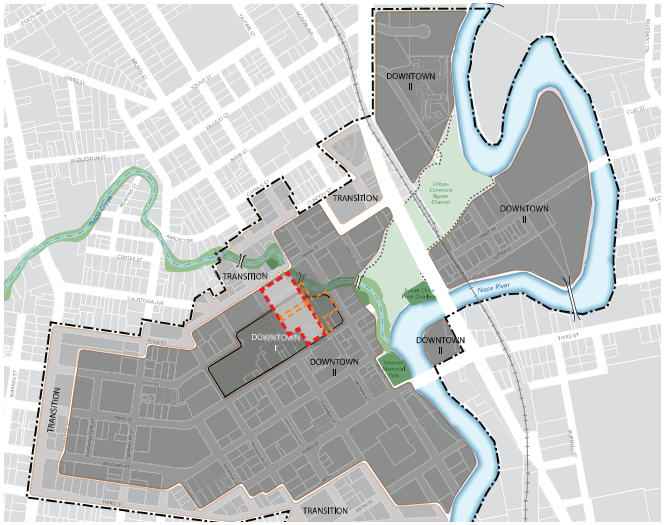


6. DEVELOPMENT STANDARDS











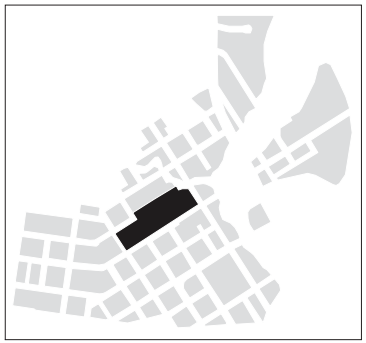
Key Elements:

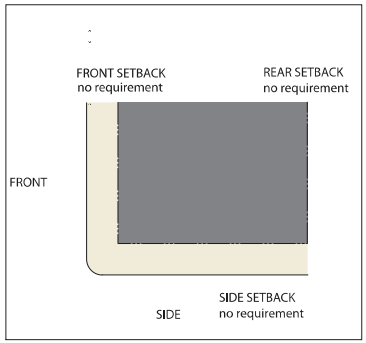
Standards: The project generally will conform to the Building Form Standards for the Downtown I Zone, which "allows the most intensive development at the very center of the Planning Area, tapering down where necessary to address historic resources and provide a transition to the Downtown II zone. Building form is intended to provide sufficient height, floor area and density to accommodate mixed-use development with residential uses above active storefronts" (74). This includes the following standards:

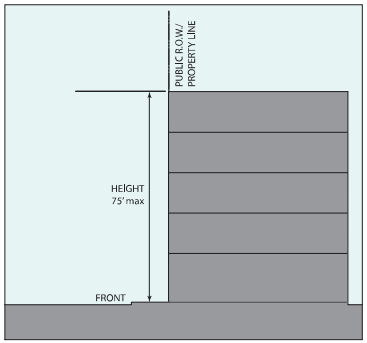
Building Form Standards	Downtown I Zone
Floor Area Ratio (FAR)	5.0 for the Hotel and Retail components of the Mixed Use Development
Residential Density (dwelling units/acre or du/ac)	A total of 78 residential units if associated with the Mixed Use Development.
Building Height (ft)	Max 75', subject to PD Rooftop Features
Front Setback	First Street setback shall be consistent with the existing Gordon Building front setback and the building face may maintain the historic zero lot line along First Street.
Pearl Street	no requirement
Side Setback	no requirement
Rear Setback	no requirement
Stepbacks	Per Project Guidelines
Minimum Lot Area (sq. ft)	no requirement
Lot Width (feet) at front set-back line	no requirement
Lot Frontage (feet) at front property line)	no requirement

Rooftop Features : In addition to those height limit exclusions listed in Section 17.52.220, the Project height limits specified in Title 17 may be exceeded for rooftop patios with conditioned space that are for food and bar service with restrooms and food and bar service structures provided that such features are accessory to the Project on the site and are setback, screened or otherwise designed to minimize visibility from First and Main Streets adjacent to the site, further provided that portions of structures providing rooftop and building fire access are not required to minimize visibility from Main Street.

6. MASS AND FORM STANDARDS







DOWNTOWN I

The Downtown I zone allows the most intensive development at the very center of the Planning Area, tapering down where necessary to address historic resources and provide a transition to the Downtown II zone. Building form is intended to provide sufficient height, floor area and density to accommodate mixed-use development with residential uses above active storefronts.

Floor Area Ratio (FAR) Standard

- Up to 5.0 FAR

Residential Density Standard

- Per Planned Development Overlay

Setback Standards

There are no required front, side or rear setbacks. This pattern is consistent with a traditional downtown where buildings are built up to the property line and sit side-by-side. The guidelines in Chapter 5 – Design Guidelines provide guidance for designing buildings to have an active street presence.

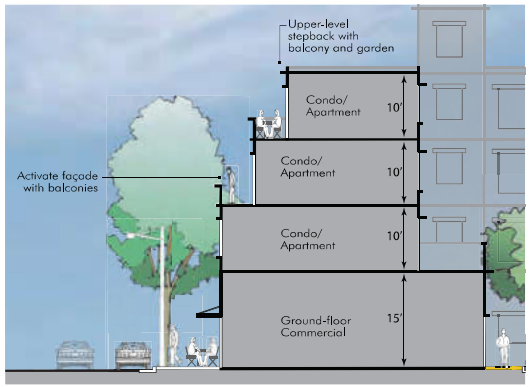
Front Setback	no requirement
Side Setback	no requirement
Rear Setback	no requirement

Building Height Standard

- 75' Maximum[1]

Lot Development Standards

Minimum lot area (sq. ft)	no requirement
Lot Width at front setback line	no requirement
Lot Frontage at front property line	no requirement



C. BUILDING HEIGHTS AND STEPBACKS

While the height limits allowed in the center of Downtown range from 60- to 75-feet, many existing buildings (particularly buildings with historic character) have façades of a smaller scale. New buildings and building additions should reinforce the historic pattern with heights, setbacks and upper-level stepbacks oriented to the many existing two- and three-story buildings.

Building Heights and Stepbacks Guidelines:

1. Retain pedestrian scale with design strategies such as upper-story stepbacks.
2. Activate upper-story stepback areas with balconies or roof gardens.
3. Give consideration to the potential shading impacts on surroundings. Heights, massing and site plans should respond to potential shading issues, minimizing shading impacts where they would be undesirable or maximizing shading where it is desired.

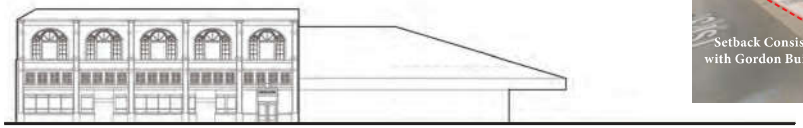
Key Elements:

- **Primary Facades & Entries:** The project site design prioritizes "[orienting] buildings so that primary façades and key pedestrian entries face major streets or plazas" (93).
- **Corners:** The buildings will incorporate "corners… [with] accentuated with height, articulation and unique roof silhouettes to emphasize their presence" (93). The project will aim to "locate ground-floor commercial uses on street corners at key intersections" (93).
- **First Floor Height:** The buildings' first floor height will be a minimum of 14 feet, which is in alignment with the Downtown Napa Specific Plan's Ground Floor Height Guideline Area (95); this height requirement will "distinguish that area as the retail core of Downtown" (95).
- **Upper Story Stepbacks:** Buildings will incorporate upper story stepbacks at the roof top in order to "retain [a] pedestrian scale" (98) setting; these setbacks will include "balconies or roof gardens" (98). Additionally the upper penthouse level of hotel keys and residences step back from the primary facade for additional massing articulation.
- **Shade:** Building design considers the "potential shading impacts on surroundings" (98). Building height, mass, setbacks, and arrangement "respond to potential shading issues, minimizing shading impacts where they would be undesirable or maximizing shading where it is desired" (98).
- **Building Setbacks:** Along first street, consistent with adjacent existing Gordon Building, the front setback shall maintain the historic zero lot line and building face along First Street. Other property boundaries hold no requirements, consistent with the zero lot line within the Downtown specific plan.
- **Height Exceptions:** In addition to those height limit exclusions listed in Section 17.52.220, the Project height limits specified in Title 17 may be exceeded for rooftop patios with conditioned space that are for food and bar service with restrooms and food and bar service structures provided that such features are accessory to the Project on the site and are setback, screened or otherwise designed to minimize visibility from First and Main Streets adjacent to the site, further provided that portions of structures providing rooftop and building fire access are not required to minimize visibility from Main Street.

6. BUILDING MASSING & SETBACKS
ALONG FIRST STREET RELATIVE TO THE GORDON BUILDING

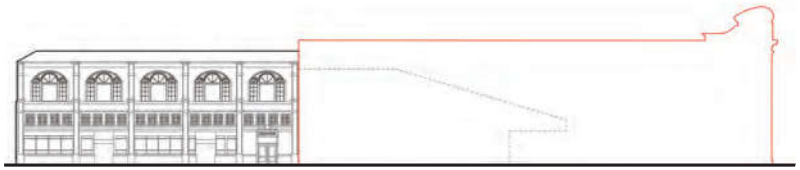
EXISTING & HISTORIC REFERENCE

Existing Condition:
Elevation of existing retail and restaurants at Dwight Murry Plaza





Old Historic Building
Relation to the extents of the historic Migliavacca Building and it's relationship to the Gordon building



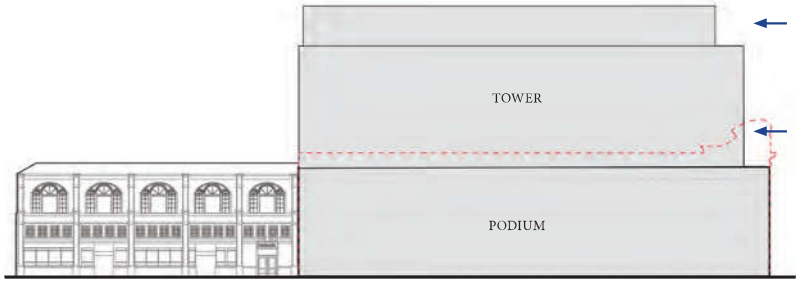


BUILTING SETBACK & STEPBACK APPROACH

Design of the Podium:
The first two levels of the redevelopment shall align with the Gordon and references back to the historic Migliavacca Building proportions



Design of the Tower
The tower above shall step back from the edge of the podium level by approximately 3 feet to maintain the 2-story proportions along First Street and Brown street when adjacent to the public space adjacent to the 9/11 memorial. This reinforces the historic pattern of zero setbacks on interior block lot lines.



6. BUILDING FACADE ARTICULATION







Key Elements:

- **Overall Façade Design:** The buildings will create a "human scale" environment and "avoid large uninterrupted expanses of wall surfaces" (100) by enlivening facades with "projecting elements such as entrance porches, porticoes, canopies, awnings and trellises" (100); recessed entries to develop small alcoves (101); complete commercial storefronts with details including "doors, display windows, bulkheads, signage areas and awnings" (101); expressive elements such as "cornices, lintels, sills, balconies" (101); and well-designed upper level features such as "balconies and bay windows" (102). While it will be important to create dynamic facades, designs will prioritize features and details "that have purpose rather than being applied or strictly decorative" (100).
- **Rear & Side Facades:** The site design—with mid-block pedestrian passages—will create a context with most building facades being visible to the public realm. Building designs will accommodate this layout by develop rear and side facades that will "still be pleasant and inviting" and "have the same level of trim and finish as the front facade" (101).
- **Windows:** Building design will "maximize transparent windows on all sides of building" and create unobstructed views into interior spaces (102). Ground-floor commercial areas will feature "display windows to enliven the street and provide pedestrian views into the interior of the storefront" (101); to the extent possible, these areas will have "floor to ceiling windows" (102). Window design will prioritize "clear or lightly tinted glass on ground floor building façades that preserves transparency" and avoid "opaque, reflective or dark tinted glass" (103).









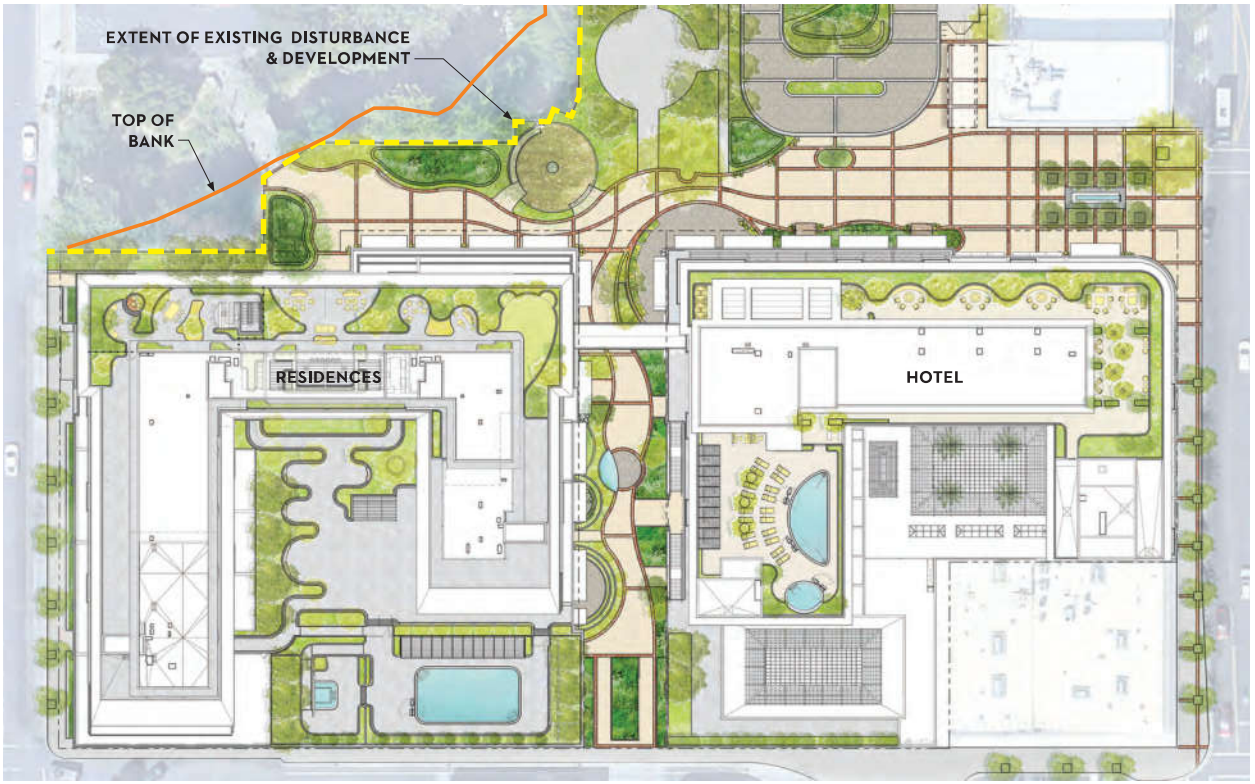


6. BUILDING MATERIALS

Key Elements, continued:

- **Overall Material Quality:** Selected building materials will be of high-quality, provide visual interest, and "suggest durability and permanence to last into the future" (103). Building "trim and metalwork [will] be related to the building architecture" (103).
- **Balconies:** Upper level balconies will incorporate "transparent or semi-transparent railings to enhance natural lighting and maximize "eyes on the street" (102).
- **Awnings, Lintels, Sills, Overhangs, and Arcades:** Facades—particularly on south or southeast facing fronts—will feature "protruding vertical or horizontal shading devices" (101) such as awnings, lintels, sills, overhangs, and arcades to provide sun and weather protection and create spaces where pedestrians can comfortably walk, shop, eat, and sit. These design features will be decorative and "complementary to the overall façade design" (106) and will also help to highlight entrances and assist in wayfinding (106). Awnings will be in scale with the building, be "regularly maintained and cleaned" (106), and may incorporate signage "on the street facing side of the valance with a subtle design reflecting the business name or service" (106). Design of awnings will avoid features which "inhibit pedestrian movement or views" (106); "[cover] transom windows or architectural elements such as belt courses, decorative trim or other notable architectural elements such as belt courses, decorative trim or other notable architectural façade elements" (106); "cover building piers" (106); or include "signage on the sloping portion of the awning" (106).









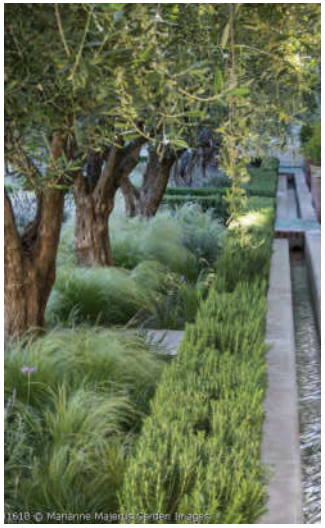
6. LANDSCAPE

Key Elements:

- **Overall Landscaping Strategy:** The site's landscaping will create a verdant, calming, pedestrian-scaled, and shaded public realm. The landscaping will "be planned and scaled to complement the existing adjacent landscaping and building forms" (99). Various landscape treatment strategies will be created for different sections of the site. For example, the pedestrian corridors are likely to feature a more organized landscape with allées of trees and shrubs within planter boxes, whereas the Napa Creek corridor will feature a more naturalistic landscape.
- **Plant Selection:** Selected plant species will prioritize durable, drought-resistant, and native vegetation, including trees, shrubs, perennials, grasses, and groundcovers.
- **Street and Pedestrian Corridor Trees:** The site design will incorporate trees species similar or complementary to the existing species found throughout the site and in the nearby vicinity. Trees will be planted along streets with a design and species selection "consistent with the streetscape" (99).
- Napa Creek: Except for certain minimal improvements, the Project & Public Realm Improvements will not be located closer to Napa Creek's top of bank or levees than the existing or previous extent of urbanized development or areas of physical disturbance.















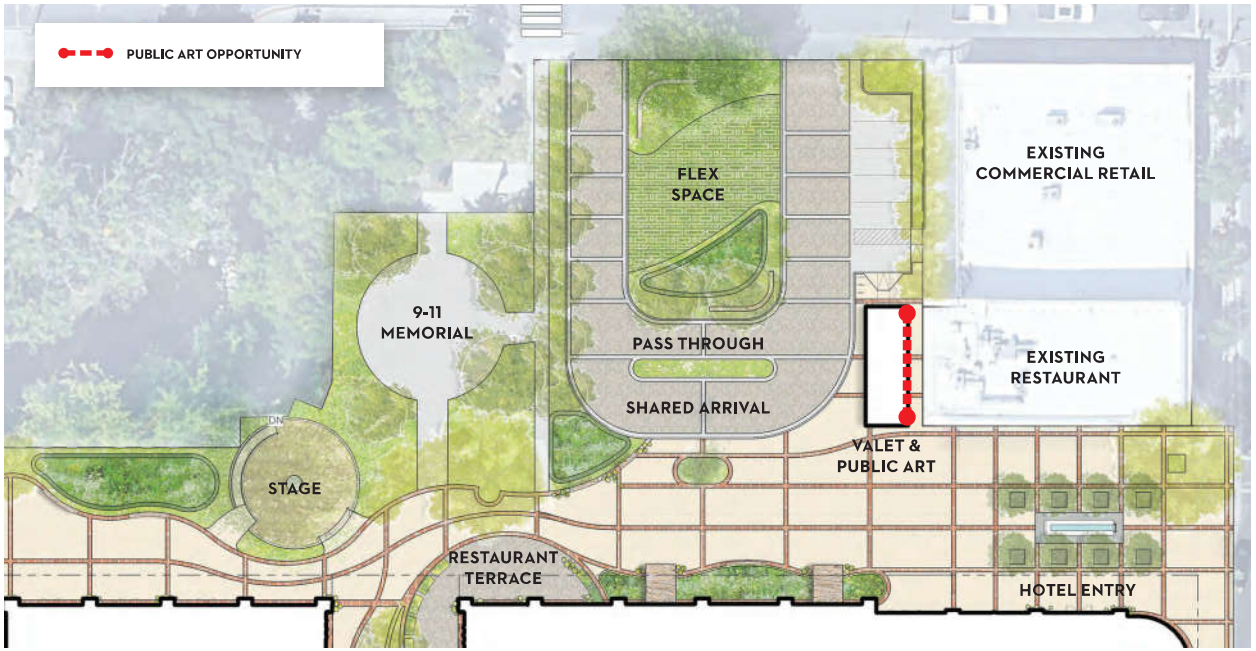


6. PUBLIC REALM - LANDSCAPE

Key Elements, continued:

- **Integrated Existing 9/11 Memorial:** The 9/11 Memorial sculpture will be better integrated into the proposed public realm by improving access from the surrounding plazas and pedestrian corridors.
- **Seating in Alcoves, Arcades, Setbacks, and Edge Areas:** Building alcoves, arcades, and setbacks as well as public realm edge areas will be activated with seating and furniture to create a lively public realm. These areas will offer "a range of seating area options, allowing for both large group socializing and more intimate, quiet contemplation" (125). The seating areas will be balanced with "adequate space for pedestrian movement and activity" (99), specifically "a clear pedestrian zone of at least five feet, unobstructed by seating, displays or activity areas" (112).
- **Hardscape and Landscape Materials:** Throughout the public realm hardscapes will incorporate "special paving materials such as pavers, scored concrete, stone or other accent materials" (125) and be complemented with landscaping that "[creates] character and provide pedestrian scale" (125) with "trees and landscaping to provide shade and visual relief" (125).
- **Main Street Crossing:** A new pedestrian crossing at approximately the mid-block location to align with the existing sidewalk connecting the 9-11 Memorial will be funded by the project.

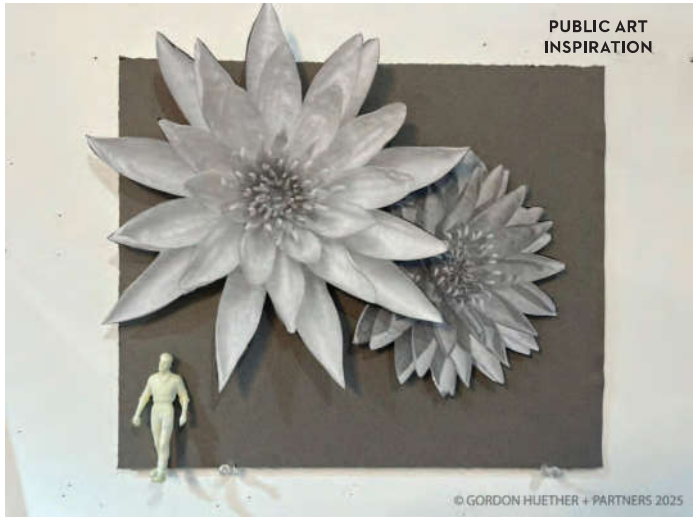
6. PUBLIC REALM - BROWN STREET



Key Elements:

- **Shared Arrival:** A new shared arrival, replacing the existing city parking lot, will provide a convenient location for both hotel guests and visitors to downtown Napa to be dropped off or valet their vehicle.
- **Public Art:** Anchoring the arrival experience and integrating into a new valet support building is an opportunity to provide a public art opportunity.
- **Existing Trash Enclosure Removal:** The trash enclosure on the existing City Parking Lot will be removed. Trash operations that this enclosure served can be reduced with the reductions of the existing tenants anchoring Dwight Murray Plaza
- **Ground Floor Activation:** Along the Brown Street Corridor, the public realm will be activated through primary entries to the Hotel, Restaurant, Upscale Commercial Tenant space along with the new central vehicular arrival, valet service and 9-11 Memorial.





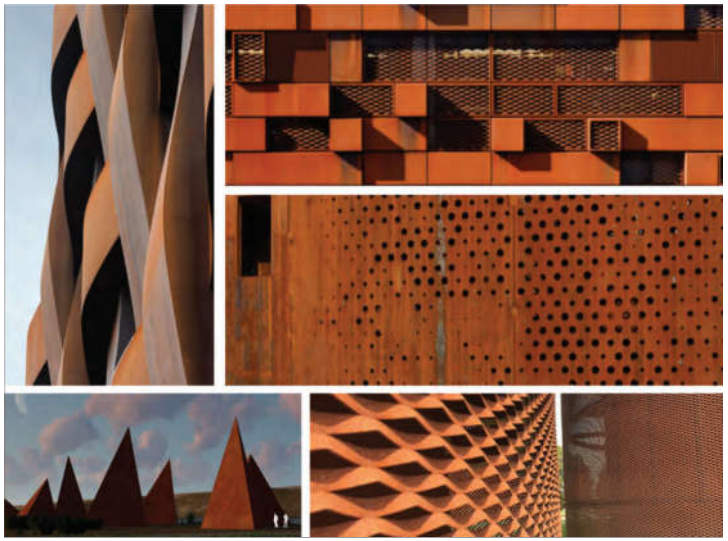


6. PUBLIC REALM - PUBLIC ART

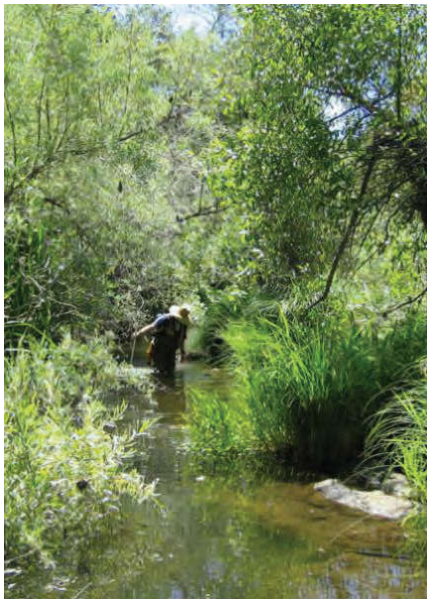


Key Elements, continued:

- **Public Art:** The project will incorporate public art at key locations as identified in the City of Napa's Public Art Master Plan. This is included pursuant to the City's Public Art Requirement for private development, and is in substantial conformity to the Master Plan, citing that "...public art is an important component in creating a unique downtown experience [and] ... may function as gateway identifiers." (O2010 4, 4/6/10; O2011 5, 11/15/11) (120).
- The space in front of the north wall of the Allegria building has been identified as a prime location for the public art installation. This location offers viewers a sense of arrival to the property, serving as a visual screen for the large "behind a building" wall.
- The installation will face the 9/11 Memorial Garden, establishing a visual dialogue between the two artworks.
- Creative themes may include history and nature in context with the surrounding architecture and landscape.
- Suggested materials include weathering steel, stainless steel, glass and mixed-media, all of which require little to no maintenance.



















6. SUSTAINABLE STRATEGIES

Key Elements:

- **Green & Cool Roofs:** The project will include the use of "green and/or 'cool' roofs to reduce the heat-island effect" (129). Green roofs will incorporate "water collection devices such as cisterns and rain barrels" and cool roofs will use "materials that effectively reflect the sun's energy" (129).
- **Building Materials:** Project buildings will "utilize materials and finishes that are durable and long-lasting" (129) to prolong architectural integrity and longevity.
- **Window Light Shelves:** Project buildings may include "light-shelves on south-facing windows and entries to maximize natural lighting" (129).
- **Non-Vehicular Access:** The project will incorporate numerous features to "allow for easy pedestrian, bicycle and transit access" (129).
- **Landscaping, Shade, and Water Use:** The project's landscape design will prioritize "[creating] comfortable micro-climates and [reducing the] heat-island effect" with strategies such as "[incorporating] sun angle and shade/shadow studies to maximize energy efficiency" and "[encouraging] large tree canopies in the setbacks of private development and in parking lots, greenways, parks and plazas" (129). To the extent possible, "native or drought-tolerant, low maintenance plant species" will be used to create a landscape with limited watering and improvement needs (130).
- **Hardscape & Landscape Surfaces:** The site design will "minimize impervious surfaces that have large thermal gain" and instead prioritize "[planting] groundcovers and [using] mulch to prevent ground reflection and keep the surface soil cooler" (129).
- **Stormwater & Landscaping:** Strategies such naturally-drained "sidewalk planters and planter strips (i.e., in landscaped bulbouts and along sidewalk edges)" will be used to the extent possible to collect stormwater run-off. This approach will help to create an environment of natural percolation and replace piped percolation where possible (130). Throughout the site, "new open spaces [will be explored] as opportunities for stormwater detention and infiltration" (130).
- **Stormwater & Permeable Surfaces:** The project will prioritize "[using] permeable pavers around tree wells instead of impervious materials in order to increase the infiltration of stormwater run-off" (130).
- **Stormwater & Education:** The site design will "consider the use of permeable pavers and stormwater planters as opportunities for interpretive or educational signage" (130).

























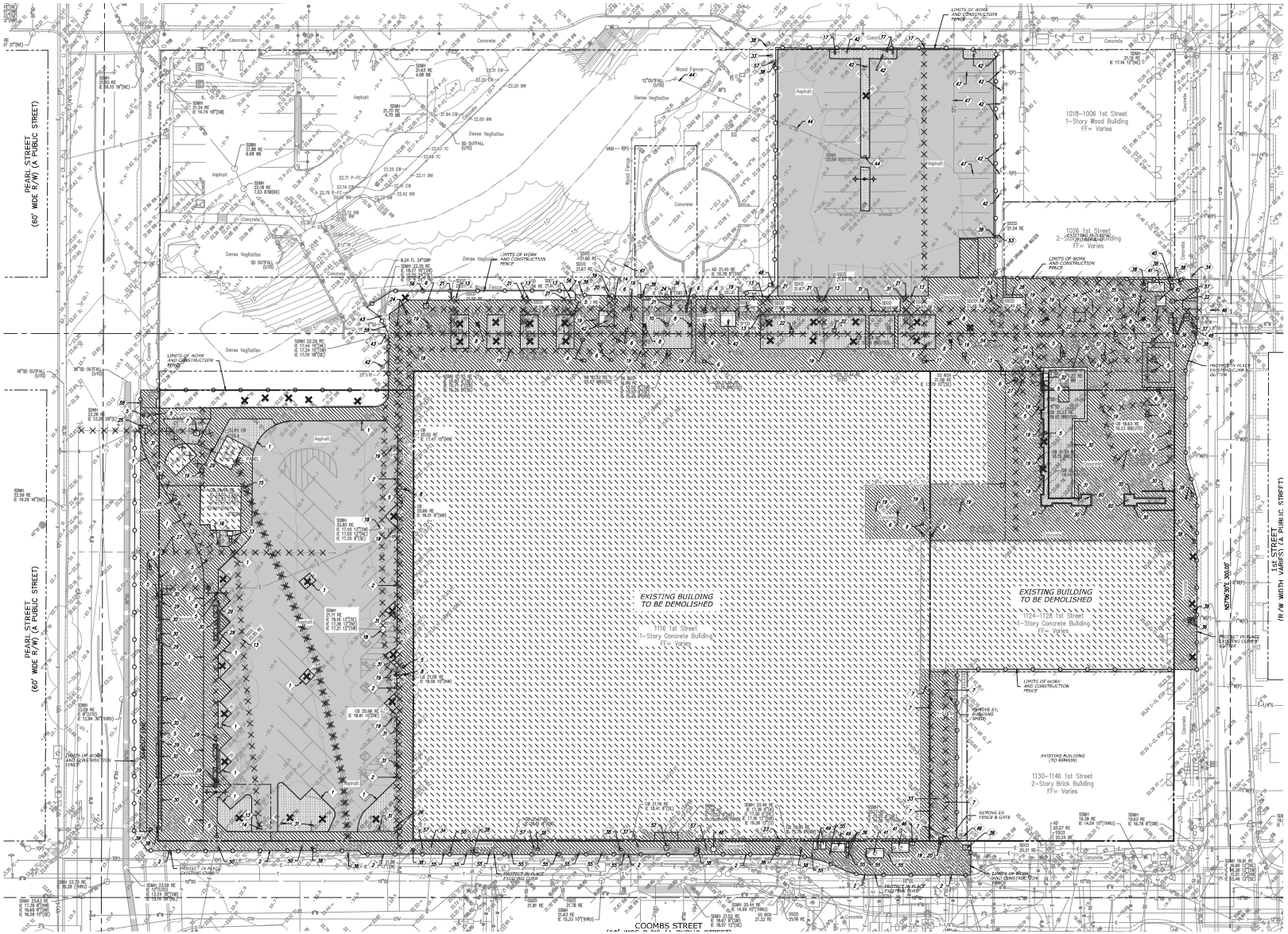
6. LIGHTING, SIGNAGE, AND FURNITURE

Key Elements:

- **Lighting Intent:** The site's lighting design is intended to "enhance the best qualities of that building [and] not to become a 'beacon,"[by incorporating] light levels . . . appropriate for the amount of illumination intended" (105). The overall lighting strategy will "enhance the ambiance and safety of Downtown through the use of strategically placed lighting elements" (91).
- **Lighting Design:** The site design will primarily rely upon "building-mounted lighting . . . particularly in pedestrian-oriented and high-visibility areas, and [will] be designed and placed to accent the building's architectural characteristics" (104). This strategy of "architectural lighting [will] enhance a building during twilight and night time hours" (104), "ensure building entrances are well-lit with appropriately-scaled light fixtures that complement the architectural style of the building" (104), incorporate "light fixtures and poles [that] are architecturally compatible with the building's architectural style" (104), and include a "color and finish of lighting metalwork [that will] harmonize with building metalwork, if applicable" (104). Additional opportunities for light posts along the Brown Street Corridor will be identified and located to be complimentary to the architectural lighting along the public realm.
- **Signage Intent:** The site design's pedestrian corridors will incorporate "Secondary Gateways [that] include pedestrian-scaled wayfinding signage and/or directional kiosks" (123). These "Secondary Gateways are located within Downtown and are scaled to pedestrians rather than vehicles" (123). Signage located on buildings will be "on wall areas or architectural features specifically designed for them such as recessed wall areas, towers, turrets or parapets" (105).
- **Signage Design:** Signage will "reflect a crafted, high-quality, detailed design approach" (105); "ensure sign shapes, type styles and color combinations complement building styles and reflect the business they represent" (105); and incorporate "the uses they represent in creative and fun, as well as functional, ways" (105).
- **Furniture:** A variety of public furniture—including benches, tables, chairs, umbrellas, bollards, waste receptacles, and bicycle racks—will be used to create an inviting public realm scaled to the pedestrian experience. These furnishings are intended to "provide convenience to pedestrians and enhance the historic setting of Downtown" (120).

ATTACHMENT 23

7. DEMOLITION PLAN



A demolition plan that takes various site access, screening, security and construction needs has been developed in conjunction with the design team.

The demolition and construction phases will be thoughtfully planned to limit disruption to visitors and adjacent buildings in downtown and maximize safety. The project will utilize common construction practices to complete demolition and construction in the most expeditious and efficient manner possible.

Construction fencing will surround the perimeter of the site along First Street, around the Gordon Building, up Coombs and Pearl, then following a meandering path along the creek to the 9/11 Memorial and out to Main Street before coming back to Brown Street and then First. Visually appealing graphics will be applied to construction fencing at certain areas on First and Main Streets. Typical 30-foot construction gates will be placed around the site with two on Coombs Street, one on First, and one on Pearl. 2 15-foot construction gates will be located off of Main Street. Temporary crosswalks will also be utilized to ensure safe and convenient pedestrian paths of travel while under construction.

Additionally, the construction site will maintain surveillance systems around the site to maintain safety and accountability, and to ensure no unexpected delays due to vandalism, tampering, or theft.

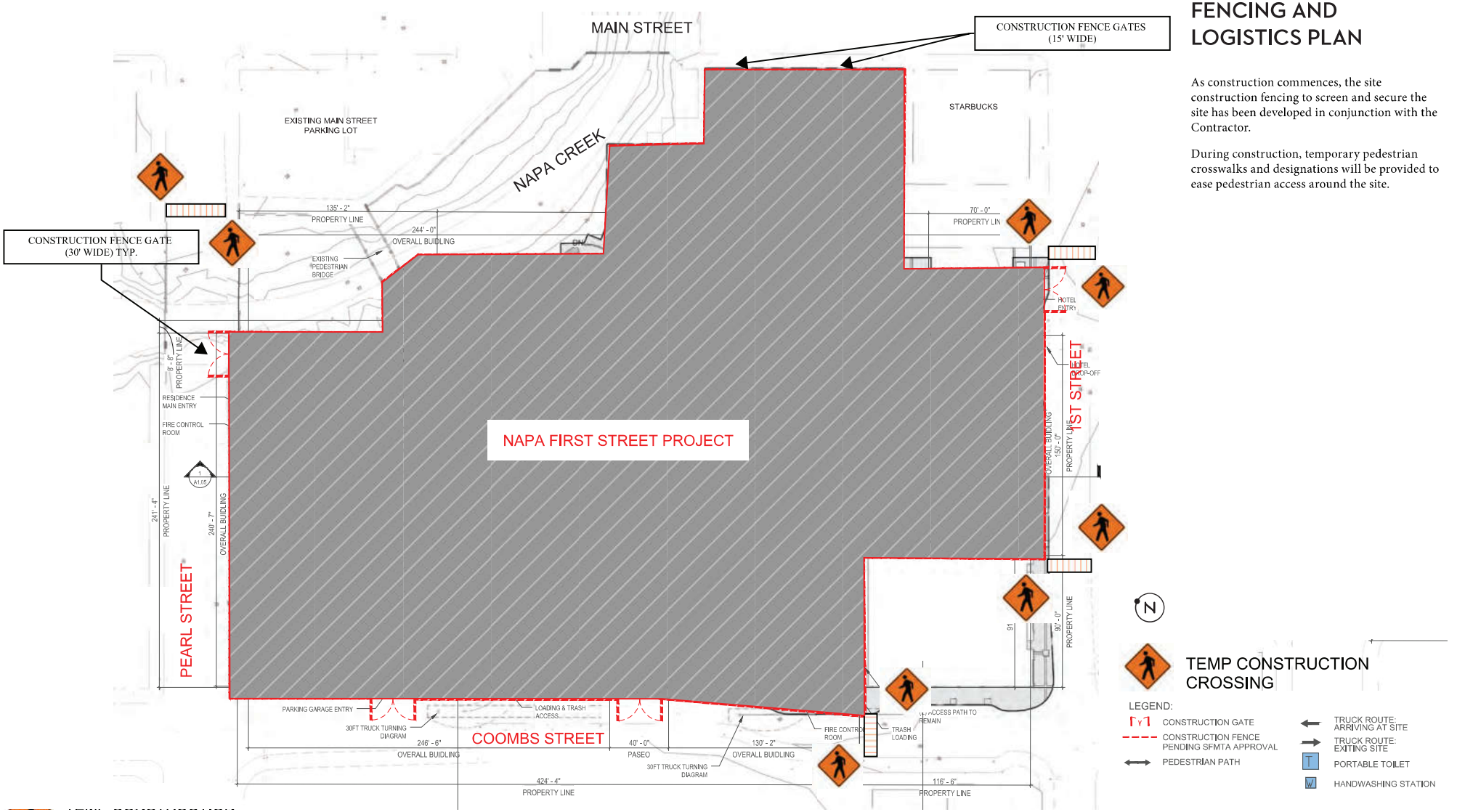
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ATTACHMENT 23

7. SITE CONSTRUCTION FENCING AND LOGISTICS PLAN

As construction commences, the site construction fencing to screen and secure the site has been developed in conjunction with the Contractor.

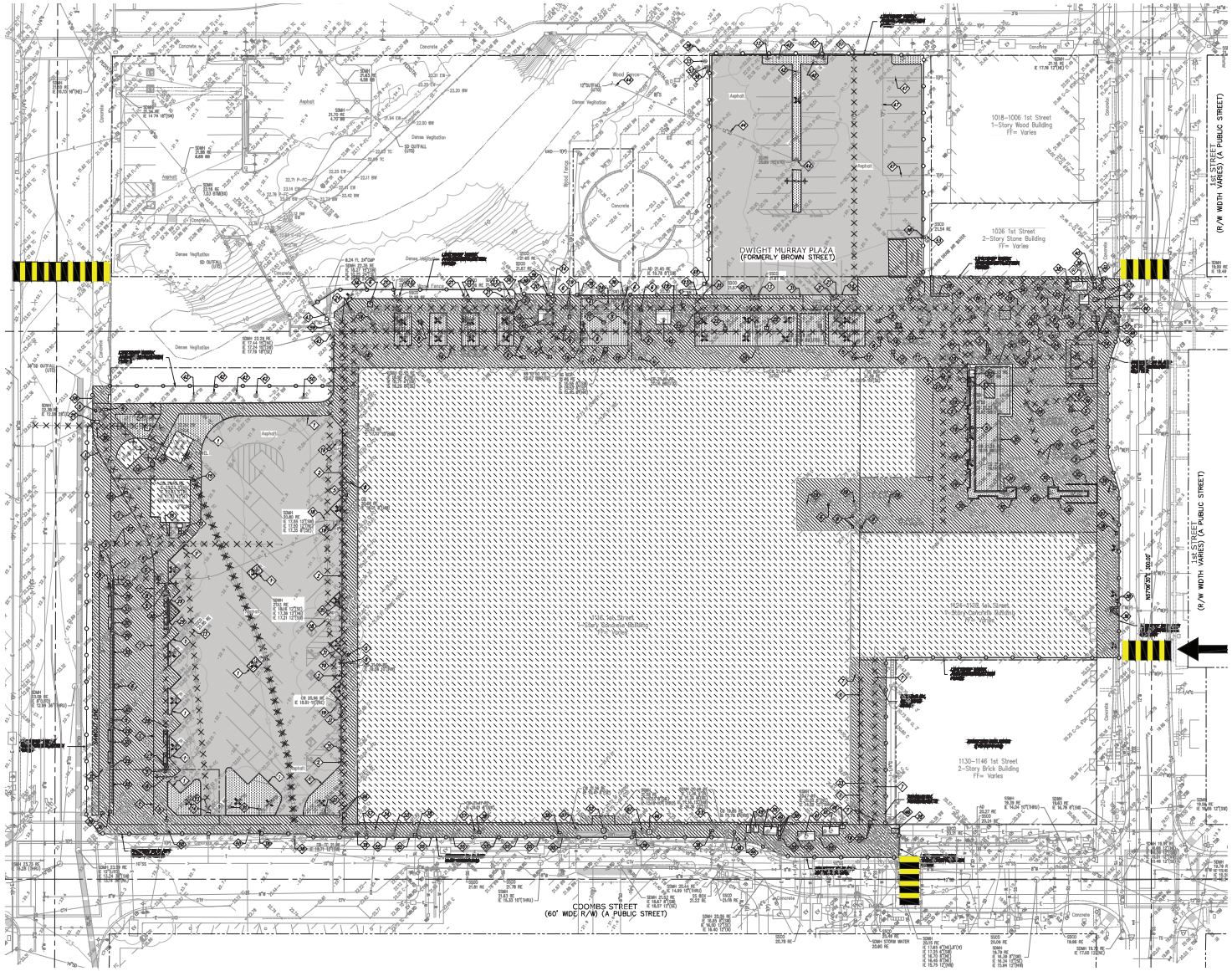
During construction, temporary pedestrian crosswalks and designations will be provided to ease pedestrian access around the site.



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ATTACHMENT 23
7. SITE LOGISTICS PLAN

During construction, temporary pedestrian crosswalks and designations will be provided to ease pedestrian access around the site.



N

LEGEND:

TEMPORARY PEDESTRIAN CROSSWALK, (2) STOP SIGNS & BARRICADES

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APPENDIX B:

DNSP Capacity Analysis

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APPENDIX B:

COMPARISON OF DEVELOPMENT ANTICIPATED IN DNSP EIR WITH ACTUAL DEVELOPMENT TO DATE AND DEVELOPMENT OF THE PROPOSED PROJECT

The Downtown Napa Specific Plan (DNSP) established six land use designations and zoning districts within the DNSP Area. Within these six districts, putting aside parks and open space uses, the DNSP permits four broad classes of land uses: residential uses, hotel and lodging uses, office uses, and other commercial uses grouped into the category of "retail" uses. While each of these four categories contains numerous more specific uses, these four categories effectively capture the broad range of land uses that are permitted by the DNSP.

The DNSP was not intended to, and does not, establish any specific or numerical limits on any of the four land use categories. Rather, it was intended to allow flexibility among the various use categories to allow Downtown development to respond to changing financial and market conditions. The DNSP does not contain any specific limits or caps on the number of residential units, hotel rooms, or the total square footage of office or commercial uses allowed in the DNSP Area.

When the City adopted the DNSP, it was required by the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects from development of the DNSP Area. In the absence of specific numerical limits on the various types of development allowed in the DNSP Area, the authors of the DNSP Environmental Impact Report (EIR) were required to make certain assumptions about how the Downtown area would be developed and how much development would occur in each land use category. These assumptions were used to describe the DNSP "project" that was evaluated in the DNSP EIR. The authors assumed, for purposes of the environmental analysis, that the following levels of development would occur in the DNSP Area:

Table 1: Development Assumptions Used in DNSP EIR

Residential	Lodging/Hotel Rooms	Office Space	Retail Space
627 units	303 rooms	470,620 Square Feet	108,590 square feet

As noted above, these assumptions were made solely for the purpose of environmental review and did not and do not establish any limits or caps on the amount of development that the City may approve in the DNSP Area in any given use category. Consistent with CEQA's requirements that an EIR analyze alternatives to the project, the DNSP EIR also evaluated an "Additional Hotel Alternative." This alternative was similar to the DNSP project, except with a 167,000 square foot reduction in office space to offset an additional 200 hotel rooms (for a total assumed 503 rooms), and all other uses, which would remain the same. The DNSP EIR concluded that all the less-than-significant impacts under the DNSP project analysis would remain less than significant under this alternative.

Since the adoption of the DNSP, actual development in the DNSP Area has not conformed to the DNSP EIR "project" assumptions in each category. In most categories (i.e., residential units, office space, and retail space), actual development has lagged far behind the assumptions used in the DNSP EIR, and in one case (hotel rooms), actual development has exceeded the assumption used in the DNSP EIR.

CEQA concerns itself with the environmental effects from proposed development on the existing environment, referred to in CEQA parlance as the "environmental baseline", without regard to the types of uses that are proposed. Actual development in the DNSP Area has not conformed to the assumptions used in the DNSP EIR. Because of this, the DNSP EIR development buildout assumptions do not reflect the existing physical conditions in the DNSP Area. As a result, they should not be used to evaluate the potential effects from new development proposals in the DNSP Area because if they were, the evaluation would produce a false picture of the new development's effects on the environment. Instead, the environmental analysis for proposed new development in the DNSP Area should recognize the actual development trends that have occurred in the DNSP Area and account for the facts that (a) residential, office, and retail development in the DNSP Area is far less than what was anticipated in the DNSP EIR, and (b) hotel and lodging development has exceeded what was anticipated in the DNSP EIR. Adjusting the environmental baseline to reflect the actual levels of development in the DNSP Area allows the potential environmental effects of a new project to be accurately assessed. After an accurate assessment of the new project's environmental effects has been completed, the Lead Agency can then determine whether or not the new project's environmental effects are within the scope of the significant effects from DNSP buildout described in the DNSP EIR.

To account for the fact that actual development in the DNSP Area has not conformed to the development assumptions used in the DNSP EIR, the difference between the DNSP EIR's assumptions and the actual levels of development that have occurred can be calculated for each land use category. Table 2 below shows, for each land use category, the development assumption used in the DNSP EIR, the actual amount of new development that has occurred, the amount of new development that has been approved but not yet built, and the amount of new development that can still be approved before reaching the assumption used in the DNSP EIR.

Table 2: DNSP EIR Development Assumptions v. Actual Development in DNSP Area

Category	DNSP EIR Assumptions	Approved and Built	Approved but not yet Built[1]	Difference[2]
Residential	627 units	54 units	46 units	**-527 units**
Hotel	303 rooms	183 rooms	318 rooms	198 rooms
Office	470,620 square feet	19,333 square feet	32,301 square feet	**-418,966 square feet**
Retail	108,590 square feet	**-3,333 square feet**[3]	14,765 square feet	**-97,158 square feet**

Notes:
All values are approximate.
Bolded text denotes negative value.
[1] Includes projects previously entitled after DNSP adoption. Although included in the capacity analysis, these projects may never be built, may change, may expire, or may be built
[2] Calculated by subtracting total of Approved and Built and Approved but not yet Built projects from number of projects assumed in the DNSP EIR.
[3] The actual development that has occurred within the DNSP Area has removed more retail area than has been added for a net loss of built retail space in the DNSP Area.
Sources:

City of Napa. 2012. Downtown Napa Specific Plan Draft Program Environmental Impact Report. Table 3-2: Development Capacity Under the Specific Plan.
City of Napa. 2025.

As shown above, and notwithstanding the development assumptions made in the DNSP EIR in 2012, the actual development trends since the DNSP's adoption have produced significantly less residential, commercial retail, and office uses than was anticipated in the DNSP EIR, and more hotel and lodging uses. Moreover, historically in the City, not all approved projects are built. Many approvals expire, are modified, or simply remain unbuilt. However, rather than utilizing any reduction factor to reflect a likelihood of getting built, to provide a conservative analysis, the authors have assumed that all approved projects will be built and will produce the expected environmental effects from such construction, as described in the DNSP EIR. By including the approved but not yet built projects, the City Council can make an informed decision based on a worst-case scenario with respect to potential environmental impacts.

The DNSP EIR "project" development scenario described in Table 1 was used to estimate and analyze the environmental impacts from the implementation and the 2035 buildout of the DNSP. The DNSP EIR analyzed the environmental impacts resulting from construction of 627 residential units, 303 hotel rooms, 470,620 square feet of office space, and 108,590, square feet of retail space in the DNSP Area. As demonstrated in Table 2, however, significantly less development has occurred in the DNSP Area than was anticipated in the 2035 DNSP EIR buildout analysis. And, as shown below, even when the new development proposed by the proposed Project is added to the actual and approved projects in the DNSP since its adoption, the total levels of overall development remain significantly below what was anticipated by the DNSP EIR.

Table 3: DNSP EIR Assumptions v. Actual Development + Proposed Project

Category	DNSP EIR Assumptions	Approved Projects[1]	Proposed Project	Approved Plus Project	Difference[2]
Residential	627 units	100 units	78 units	178 units	**-449** units
Hotel	303 rooms	501 rooms	161 rooms	662 rooms	359 rooms
Office	470,600 sq. ft.	51,634 sq. ft.	0 sq. ft.	51,634 sq. ft.	**-418,966** sq. ft.
Retail	108,590 sq. ft.	11,432 sq. ft.	30,000 sq. ft.	67,158 sq. ft.	**-67,158** sq. ft.

Notes:
All values are approximate.
Bold text denotes negative value.
[1] Includes all projects approved after DNSP adoption, including built projects and unbuilt projects.
[2] Calculated by subtracting total of Approved Projects and the proposed Project from number of projects assumed in the DNSP EIR.
Sources:
City of Napa. 2012. Downtown Napa Specific Plan Draft Program Environmental Impact Report. Table 3-2: Development Capacity Under the Specific Plan.
City of Napa. 2025.

Because actual development in the DNSP Area, even including development of the proposed Project, remains well below what was anticipated by and evaluated in the DNSP EIR, it is reasonable to assume that the potential environmental effects of the proposed Project would be within the scope of the environmental effects described in the DNSP EIR, and no new or more severe environmental effects not described in the DNSP EIR will occur as a result of the proposed Project.

A useful indicator for comparing the potential environmental effects from the proposed Project to the environmental effects identified and described in the DNSP EIR is the amount of traffic generated by the two development scenarios. In addition to the direct impacts created by additional vehicle traffic (vehicle miles travelled and level-of-service impacts), traffic generation is a key driver of air quality, greenhouse gas, and noise impacts. For illustrative purposes, comparing the relative increases in traffic under each scenario to the appropriate baseline assumptions is a reasonable way to evaluate and compare the level of environmental impacts described in the DNSP EIR to the level of impacts from actual development under the DNSP, together with the potential impacts of the proposed Project.

Under the 2035 buildout analysis,[1] the DSNP EIR concluded that implementation of the DNSP would generate 12,211 new daily vehicle trips. The increased daily traffic from DNSP development since the adoption of the DNSP, plus the anticipated traffic from approved but not yet built projects, is 4,229 new daily trips, which is 35 percent of the total expected traffic analyzed in the DNSP EIR, or 7,982 fewer daily trips than was anticipated by the DNSP EIR.

Because the proposed Project would substantially reduce the existing volume of retail development on the Project site, implementation of the proposed Project would decrease the number of daily vehicle trips within the DNSP Area. By removing approximately 46,000 square feet of existing retail uses from the Project site (mostly from closure of the existing Kohl's department store), daily traffic trips in the DNSP Area would be reduced by approximately 1,882 daily trips, bringing the total number of daily trips generated by uses in the DNSP Area to 3,581, which is 8,630 fewer trips and only 29 percent of the total number of daily trips anticipated by the DNSP EIR.[2] Based on these traffic figures, it is reasonable to assume that the potential environmental impacts relating to traffic from the proposed Project, plus all other approved development in the DNSP Area, would be well within the scope of the same impacts as described in the DNSP EIR.

As shown in Table 3, above, the proposed Project would add 161 hotel rooms and 78 residential units to the DNSP Area. With respect to retail uses, although the proposed Project would develop approximately 30,000 square feet of new retail uses, it also involves the closure of approximately 76,000 square feet of existing retail uses, resulting in a net loss of 46,000 square feet of retail uses on the Project site.[3] Although the proposed Project would increase the number of hotel rooms in excess of the number of

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1 W-Trans. 2025. First Street Napa Phase II VMT and Trip Generation Assessment. May 1.

2 Ibid.

3 Parkway Plaza is located on the Property, which, including Kohl's, contains 76,000 square feet of retail uses. The proposed Project adds 30,000 square feet of new retail and demolishes the 76,000 square feet of existing retail.This is a net decrease of 46,000 square feet. When combined with the 11,430 square feet of net retail growth since adoption of the DNSP, the proposed Project will result in an overall decrease of 34,570 square feet of retail uses within the DNSP as compared to existing conditions.

rooms anticipated with the prior hotel projects, with the 449 remaining residential units, the 418,966 square feet of office capacity, and increase in retail capacity to 143,158 square feet, the environmental impacts from the developed and entitled projects plus the proposed Project's impacts would be less than anticipated in the 2035 DNSP EIR buildout analysis. With the proposed Project, the number of hotel rooms, commercial development (office and retail), and housing would also remain less than the amount of development analyzed in the DNSP EIR's Additional Hotel Alternative analysis.

Following the reduction in demand for office space that occurred during and after the COVID-19 Pandemic, it is unlikely that 418,966 square feet of office capacity (or the 251,996 square feet of office capacity under the DNSP EIR's Additional Hotel Alternative analysis) would be permitted or built before 2035. This trend is reflected in Tables 2 and 3, which show that only 4 percent of the DNSP EIR's analyzed office capacity has been constructed and only an additional 7 percent has been entitled since 2012.

Additionally, under the DNSP and zoning adopted in conjunction with the DNSP, the Project site could accommodate up to 585,882 square feet of commercial uses, such as office and retail, and/or 156 housing units or a combination thereof. The proposed 161 hotel rooms, 78 residential units, and decrease in the amount of retail by 46,000 square feet is less than the site-specific capacity in the DNSP for the Property.

Based on all the foregoing, it is reasonable to assume that the proposed Project would not result in any new significant environmental effects that were not identified and addressed in the DNSP EIR, or substantially increase the severity of any significant effects that were previously identified in the DNSP EIR. Therefore, the proposed Project is within the scope of the project that was evaluated in the DNSP EIR.

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APPENDIX C:

Air Quality Screening Analysis

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ATTACHMENT 23

Air Quality, Greenhouse Gas Emissions, and Energy Supporting Information

Table of Contents

BAAQMD Screening Report – Operational Emissions 1

BAAQMD Screening Report – Stationary Sources Surrounding Project Site 2

BAAQMD Screening Report for Roadway and Rails at Project Site 3

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Multi-land Use Screening Tool Overview

This screening tool helps to determine whether the daily construction or operational emissions associated with a proposed land use development project with multiple land use types would exceed BAAQMD's average daily thresholds.

Instructions

Use the drop-down menus to select the land use category and land use type for each type of land use included in the project. Enter the proposed size of each land use based on the default units that are autopopulated in column D.

The tool will estimate whether the project may exceed the construction thresholds, operational thresholds, or both, and whether further analysis is needed before making a significance determination. This tool will not work for projects which have construction-related activities overlapping with operational activities, and vice versa.

Construction and Operation Screening Tool				
Land Use Category	**Land Use Type**	**Unit**	**Project Land Use Size**	**Has Overlapping Construction Phases?**
Residential	Condo-Townhouse Hi-Rise	DU	78.0	☐
Residential	Apartments High Rise	DU	161.0	☐
Retail	Regional Shopping Center	KSF	30.0	☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
				☐
Exceeds Construction Threshold?			NO	
Exceeds Operational Threshold?			NO	
BAAQMD's Recommendation			Further Analysis Not Required	

Developed by

ASCENT ENVIRONMENTAL

Last updated: 5/6/2022

ATTACHMENT 23

Facility ID	Facility Name	Address	City	State	Zip	County	Latitude	Longitude	Source Details	Cancer Ris	Chronic Ha	PM 2.5
13492	Pacific Bell	1300 Clay Street	Napa	CA	94558	Napa	38.3	-122.29	Generator	7.12	0	0.01
13992	Napa County Public Works	1125 3rd Street	Napa	CA	94559	Napa	38.3	-122.28	Generator	0.01	0	0
13993	Napa County Public Works	1195 3rd Street	Napa	CA	94559	Napa	38.3	-122.29	Generator	7.01	0	0.01
18913	Napa Square Owner NY LLC	1401 1st Street	Napa	CA	94559	Napa	38.3	-122.29	Generator	5.57	0	0.01
18950	AUL CORP	1250 Main Street	Napa	CA	94559	Napa	38.3	-122.29	Generator	0	0	0
19478	River Front Construction LLC	588 Main St Bldg A	Napa	CA	94559	Napa	38.3	-122.28	Generator	1.92	0	0
19851	Judicial Council of California JCC 2	1111 3rd Street	Napa	CA	94559	Napa	38.3	-122.28	Generator	2.31	0	0
200573	Lodgeworks	1230 1ST ST	Napa	CA	94559	Napa	38.3	-122.29	Generator	2.74	0	0

ATTACHMENT 23

UTMX	UTMY	Road Cancer Risk	Road Chro	Road PM2.	Rail Cancer Risk	Rail Chronic HI	Rail PM2.5
562431	4239244	20.69141006	0.038996	0.232239	-3.40E+38	-3.40E+38	-3.40E+38

Data Provided By: BAAQMD as raster file (.tif) datasets
Roadway Screening Tool - Cancer Risk Last Updated December 8 2022
Roadway Screening Tool - Chronic Hazard Last Updated December 8 2022
Roadway Screening Tool - PM2.5 Last Updated December 8 2022
Rail Screening Tool - Cancer Risk Last Updated January 30 2023
Rail Screening Tool - Chronic Hazard Last Updated January 30 2023
Rail Screening Tool - PM2.5 Last Updated January 30 2023

APPENDIX D:

Biological Resources Supporting Information

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Selected Elements by Scientific Name ATTACHMENT 23

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Mt. George (3812232) OR Cordelia (3812222) OR Capell Valley (3812242) OR Sonoma (3812234) OR Yountville (3812243) OR Rutherford (3812244) OR Napa (3812233) OR Cuttings Wharf (3812223) OR Sears Point (3812224))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Acipenser medirostris pop. 1 green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	SSC
Actinemys marmorata northwestern pond turtle	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
Adela oplerella Opler's longhorn moth	IILEE0G040	None	None	G2	S2	
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Agrostis hendersonii Henderson's bent grass	PMPOA040K0	None	None	G2Q	S2	3.2
Allium peninsulare var. franciscanum Franciscan onion	PMLIL021R1	None	None	G4G5T2	S2	1B.2
Amorpha californica var. napensis Napa false indigo	PDFAB08012	None	None	G4T2	S2	1B.2
Amsinckia lunaris bent-flowered fiddleneck	PDBOR01070	None	None	G3	S3	1B.2
Andrena blennospermatis Blennosperma vernal pool andrenid bee	IIHYM35030	None	None	G2	S1	
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Arctostaphylos stanfordiana ssp. decumbens Rincon Ridge manzanita	PDERI041G4	None	None	G3T1	S1	1B.1
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Astragalus claranus Clara Hunt's milk-vetch	PDFAB0F240	Endangered	Endangered	G1	S1	1B.1
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
Balsamorhiza macrolepis big-scale balsamroot	PDAST11061	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Blennosperma bakeri Sonoma sunshine	PDAST1A010	Endangered	Endangered	G1	S1	1B.1
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	
Bombus occidentalis western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Brodiaea leptandra narrow-anthered brodiaea	PMLIL0C022	None	None	G3?	S3?	1B.2
Buteo regalis ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Calasellus californicus An isopod	ICMAL34010	None	None	G2	S3	
Carex lyngbyei Lyngbye's sedge	PMCYP037Y0	None	None	G5	S3	2B.2
Castilleja affinis var. neglecta Tiburon paintbrush	PDSCR0D013	Endangered	Threatened	G4G5T1T2	S1S2	1B.2
Castilleja ambigua var. meadii Mead's owls-clover	PDSCR0D404	None	None	G5T1	S1	1B.1
Ceanothus confusus Rincon Ridge ceanothus	PDRHA04220	None	None	G1	S1	1B.1
Ceanothus divergens Calistoga ceanothus	PDRHA04240	None	None	G2	S2	1B.2
Ceanothus purpureus holly-leaved ceanothus	PDRHA04160	None	None	G2	S2	1B.2
Ceanothus sonomensis Sonoma ceanothus	PDRHA04420	None	None	G2	S2	1B.2
Centromadia parryi ssp. parryi pappose tarplant	PDAST4R0P2	None	None	G3T2	S2	1B.2
Charadrius nivosus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S3	SSC
Chloropyron molle ssp. molle soft salty bird's-beak	PDSCR0J0D2	Endangered	Rare	G2T1	S1	1B.2
Circus hudsonius northern harrier	ABNKC11011	None	None	G5	S3	SSC
Coastal Brackish Marsh Coastal Brackish Marsh	CTT52200CA	None	None	G2	S2.1	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S2	SSC
Cypseloides niger black swift	ABNUA01010	None	None	G4	S3	SSC
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	Candidate	None	G4T1T2Q	S2	
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
Dicamptodon ensatus California giant salamander	AAAAH01020	None	None	G2G3	S2S3	SSC
Downingia pusilla dwarf downingia	PDCAM060C0	None	None	GU	S2	2B.2
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Erethizon dorsatum North American porcupine	AMAFJ01010	None	None	G5	S3	
Erigeron greenei Greene's narrow-leaved daisy	PDAST3M5G0	None	None	G2?	S2?	1B.2
Eryngium jepsonii Jepson's coyote-thistle	PDAPI0Z130	None	None	G2	S2	1B.2
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	
Geothlypis trichas sinuosa saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S2	
Haliaeetus leucocephalus bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
Hemizonia congesta ssp. congesta congested-headed hayfield tarplant	PDAST4R0W1	None	None	G5T2	S2	1B.2
Hesperoleucus venustus subditus southern coastal roach	AFCJB19032	None	None	GNRT2	S2	SSC
Hesperolinon breweri Brewer's western flax	PDLIN01030	None	None	G2	S2	1B.2
Hesperolinon sharsmithiae Sharsmith's western flax	PDLIN010E0	None	None	G2Q	S2	1B.2
Horkelia tenuiloba thin-lobed horkelia	PDROS0W0E0	None	None	G2	S2	1B.2
Hydroprogne caspia Caspian tern	ABNNM08020	None	None	G5	S4	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Hypomesus transpacificus Delta smelt	AFCHB01040	Threatened	Endangered	G1	S1	
Isocoma arguta Carquinez goldenbush	PDAST57050	None	None	G1	S1	1B.1
Lasiurus frantzii western red bat	AMACC05080	None	None	G4	S3	SSC
Lasthenia conjugens Contra Costa goldfields	PDAST5L040	Endangered	None	G1	S1	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
Lathyrus jepsonii var. jepsonii Delta tule pea	PDFAB250D2	None	None	G5T2	S2	1B.2
Legenere limosa legenere	PDCAM0C010	None	None	G2	S2	1B.1
Leptosiphon jepsonii Jepson's leptosiphon	PDPLM09140	None	None	G2G3	S2S3	1B.2
Lilaeopsis masonii Mason's lilaeopsis	PDAPI19030	None	Rare	G2	S2	1B.1
Limnanthes vinculans Sebastopol meadowfoam	PDLIM02090	Endangered	Endangered	G1	S1	1B.1
Lupinus sericatus Cobb Mountain lupine	PDFAB2B3J0	None	None	G2?	S2?	1B.2
Melospiza melodia maxillaris Suisun song sparrow	ABPBXA301K	None	None	G5T3	S2	SSC
Melospiza melodia samuelis San Pablo song sparrow	ABPBXA301W	None	None	G5T2	S2	SSC
Nannopterum auritum double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
Navarretia leucocephala ssp. pauciflora few-flowered navarretia	PDPLM0C0E4	Endangered	Threatened	G4T1	S1	1B.1
Northern Coastal Salt Marsh Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
Northern Vernal Pool Northern Vernal Pool	CTT44100CA	None	None	G2	S2.1	
Nycticorax nycticorax black-crowned night heron	ABNGA11010	None	None	G5	S4	
Oncorhynchus mykiss irideus pop. 8 steelhead - central California coast DPS	AFCHA0209G	Threatened	None	G5T3Q	S3	SSC
Penstemon newberryi var. sonomensis Sonoma beardtongue	PDSCR1L483	None	None	G4T3	S3	1B.3
Pogonichthys macrolepidotus Sacramento splittail	AFCJB34020	None	None	G3	S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Polygonum marinense Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
Rallus obsoletus obsoletus California Ridgway's rail	ABNME05011	Endangered	Endangered	G3T1	S2	FP
Rana boylii pop. 1 foothill yellow-legged frog - north coast DPS	AAABH01051	None	None	G3T4	S4	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Reithrodontomys raviventris salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S3	FP
Rhynchospora californica California beaked-rush	PMCYP0N060	None	None	G1	S1	1B.1
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S3	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Serpentine Bunchgrass Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
Sidalcea hickmanii ssp. napensis Napa checkerbloom	PDMAL110A6	None	None	G2T1	S1	1B.1
Sidalcea keckii Keck's checkerbloom	PDMAL110D0	Endangered	None	G2	S2	1B.1
Sorex ornatus sinuosus Suisun shrew	AMABA01103	None	None	G5T1T2Q	S1S2	SSC
Speyeria callippe callippe callippe silverspot butterfly	IILEPJ6091	Endangered	None	G5T1	S1	
Speyeria zerene sonomensis Sonoma zerene fritillary	IILEPJ6083	None	None	G5T1	S1	
Spirinchus thaleichthys pop. 2 longfin smelt - San Francisco Bay-Delta DPS	AFCHB03040	Endangered	Threatened	G5TNRQ	S1	
Streptanthus hesperidis green jewelflower	PDBRA2G510	None	None	G2G3	S2S3	1B.2
Stygobromus cowani Cowan's amphipod	ICMAL05D70	None	None	G1	S1	
Symphyotrichum lentum Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
Syncaris pacifica California freshwater shrimp	ICMAL27010	Endangered	Endangered	G2	S2	
Taricha rivularis red-bellied newt	AAAAF02020	None	None	G2	S2	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Trachusa gummifera San Francisco Bay Area leaf-cutter bee	IIHYM80010	None	None	G1	S1	
Trichostema ruygtii Napa bluecurls	PDLAM220H0	None	None	G2	S2	1B.2
Trifolium amoenum two-fork clover	PDFAB40040	Endangered	None	G1	S1	1B.1
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Viburnum ellipticum oval-leaved viburnum	PDCPR07080	None	None	G4G5	S3	2B.3

Record Count: 108

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

10 matches found. Click on scientific name for details

Search Criteria: Fed List is one of [FE:FT:FC:FD] or State List is one of [CE:CT:CR:CC:CD] , S Rank is one of [S1:S2:S3:S4], 9-Quad include [3812232:3812222:3812242:3812234:3812243:3812244:3812233:3812223:3812224]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Astragalus claranus	Clara Hunt's milk-vetch	Fabaceae	annual herb	Mar-May	FE	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
Blennosperma bakeri	Sonoma sunshine	Asteraceae	annual herb	Mar-May	FE	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
Castilleja affinis var. *neglecta*	Tiburon paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Apr-Jun	FE	CT	G4G5T1T2	S1S2	1B.2	Yes	1974-01-01	No Photo Available
Chloropyron molle ssp. *molle*	soft salty bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Nov	FE	CR	G2T1	S1	1B.2	Yes	1974-01-01	 © 2014 John Doyen
Lasthenia conjugens	Contra Costa goldfields	Asteraceae	annual herb	Mar-Jun	FE	None	G1	S1	1B.1	Yes	1974-01-01	 © 2013 Neal Kramer
Lilaeopsis masonii	Mason's lilaeopsis	Apiaceae	perennial rhizomatous herb	Apr-Nov	None	CR	G2	S2	1B.1	Yes	1974-01-01	No Photo Available
Limnanthes vinculans	Sebastopol meadowfoam	Limnanthaceae	annual herb	Apr-May	FE	CE	G1	S1	1B.1	Yes	1974-01-01	 © 2015 Vernon Smith
Navarretia leucocephala ssp. *pauciflora*	few-flowered navarretia	Polemoniaceae	annual herb	May-Jun	FE	CT	G4T1	S1	1B.1	Yes	1974-01-01	 © 2013 Jake Ruygt
Sidalcea keckii	Keck's checkerbloom	Malvaceae	annual herb	Apr-May(Jun)	FE	None	G2	S2	1B.1	Yes	1974-01-01	No Photo Available

Trifolium amoenum	two-fork clover	Fabaceae	annual herb	Apr-Jun	FE	None	G1	S1	IB	Yes	1944-01-01	No Photo Available

Showing 1 to 10 of 10 entries

Suggested Citation:
California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 19 December 2024].

IPaC resource list

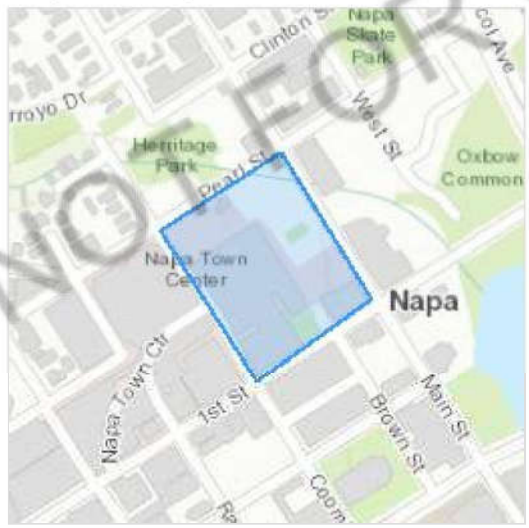
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Napa County, California



Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

ATTACHMENT 23

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

NOT FOR CONSULTATION

2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse Reithrodontomys raviventris Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/613	Endangered

Birds

NAME	STATUS
California Least Tern Sternula antillarum browni Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
Northern Spotted Owl Strix occidentalis caurina Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/1123	Threatened

Reptiles

NAME	STATUS
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS

NOT FOR CONSULTATION

NAME	STATUS
California Red-legged Frog Rana draytonii Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp Branchinecta conservatio Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8246	Endangered

Flowering Plants

NAME	STATUS
Contra Costa Goldfields Lasthenia conjugens Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/7058	Endangered
Showy Indian Clover Trifolium amoenum Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6459	Endangered

NOT FOR CONSULTATION

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

There are no documented cases of eagles being present at this location. However, if you believe eagles may be using your site, please reach out to the local Fish and Wildlife Service office.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

NOT FOR CONSULTATION

Bald and Golden Eagle information is not available at this time

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project

intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

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Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Migratory bird information is not available at this time

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

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To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of

NOT FOR CONSULTATION

presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

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Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

R3UBH

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

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Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should

seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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APPENDIX E:

Cultural Resources Search

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Non-discretionary Permit, Archaeological Status Report

PARCEL NUMBER: 31661500 **Area:** 1657.82570 sq. ft.

Address *No Site Address*

Owner's Last Name:

Zoning Designation: CBP

Land Use: VACANT,NON-TAXABLE

THE ARCHAEOLOGICAL SENSITIVITY LEVEL FOR THIS PARCEL IS: High

Recommendation: This parcel is in an area normally considered to have a high archaeological sensitivity. An archaeological evaluation has indicated that no archaeological sites are present. The recommendations of the report should be consulted and implemented where applicable to the proposed project. Should any artifacts or archaeological features be encountered at any time during the proposed project, all work should be halted in the vicinity of the discovery, and the City of Napa should be contacted immediately.

ARCHAEOLOGICAL REPORT INFORMATION:

The findings of this report are:	**Positive**
How many recorded archaeological sites were identified?	
Was the report part of a larger environmental evaluation (EIR)?	**Yes**

State File Number(s):

Other File Reference: EIR: Napa River/Napa Creek Flood Reduction

Recorded Archaeological Sites:

Other Reported Resources:

REPORTS WITH A STATE FILE NUMBER ARE ON FILE WITH THE REGIONAL OFFICE OF THE CALIFORNIA HISTORIC RESOURCE INVENTORY SYSTEM, LOCATED AT SONOMA STATE UNIVERSITY

THE ARCHAEOLOGICAL STATUS REPORT IS AN INITIAL EVALUATION TO DETERMINE THE NEED FOR ARCHAEOLOGICAL CONSULTATION PRIOR TO INITIATING A PERMITTED PROJECT.

THIS STATUS REPORT WAS GENERATED ON: Monday, March 24, 2025 8:50:02 AM

THE ARCHAEOLOGICAL STATUS REPORT IS VALID FOR SIX MONTHS FROM THE ABOVE DATE.

PastFinder is a product of Archaeological Resource Service, Petaluma, California

(707) 762-2573

Resource Detail: P-28-000196

Identifying information

Primary No.: P-28-000196
Trinomial: CA-NAP-000228
Name: Nelson No. 228
Other IDs:

Type	*Name*
Resource Name	Nelson No. 228

Cross-refs:

Attributes

Resource type: Site
Age: Prehistoric
Information base: Unknown
Attribute codes:
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	8/24/1958	E. Robinson	[none]	

Associated reports

Location information

County: Napa
USGS quad(s): Napa

Database record metadata

Entered: 4/1/2005 (icrds)
Last modified: 4/26/2017 (grahams)
IC actions:

Date	*User*	*Action taken*
4/1/2005	jay	Appended records from discontinued ICRDS.
4/24/2017	hagell	edited resource name

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-000619

Identifying information

Primary No.: P-28-000619
Trinomial: CA-NAP-000744
Name: Napa/1
Other IDs:

Type	*Name*
Resource Name	Napa/1
OHP PRN	COE890522A

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Not for publication
Collections: Yes
Accession no(s): [none]
Facility: Greenwood and Associates

General notes

collected by Rosenson (1975): "These materials were recovered from two test trenches and two test pits."

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	3/3/1988	R. Paul Hampson, Roberta S. Greenwood	Greenwood and Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-010794	1989	Cultural Resource Investigation at China Point Park, Napa	Greenwood and Associates
S-036531	2009	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers
S-001403	1975	Field Notes of Archaeological Reconnaissance Made on the "Chinatown", NAP-261,and NAP-14 Sites Situated Along the Napa River Basin.	
S-030595	2004	Archaeological Testing and National Register Re-Evaluation, CA-NAP-744H (P-28-000619), Napa Chinatown and Vicinity, City of Napa, Napa County, California	Basin Research Associates, Inc.
S-009053	1975	An Historical Study and the Cultural Evaluation of a Chinatown Site in the City of Napa	

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	Napa		

PLSS:
UTMs: Zone 10 562700mE 4239100mN NAD27

Database record metadata

Entered: 4/1/2005 (icrds)
Last modified: 9/11/2019 (Niece)
IC actions:

Date	*User*	*Action taken*
4/1/2005	jay	Appended records from discontinued ICRDS.
8/26/2016	hagell	edited resource name, recording event
9/11/2019	Niece	Edited collections data

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-000966

Identifying information

Primary No.: P-28-000966
Trinomial: CA-NAP-001113
Name: Southern Pacific Railroad

Other IDs:

Type	*Name*
Resource Name	Southern Pacific Railroad
OHP PRN	4574-0072-0000
OTIS Resource Number	683579
Caltrans	04-NAP-29, PM 25.5/28.4, EA 04-219-259400
Other	F3
Other	F4
Other	C-Cuttings Wharf-1
Other	Southern Pacific Railroad right-of-way and trestles
Other	Napa Valley Wine Train
Other	Napa Valley Railroad
Voided	P-28-001188
National Register	NPS 96001535
Other	Napa Valley-Southern Pacific RR
OHP PRN	FHWA061024A 6Y

Cross-refs:
Extends into another county as P-01-001783
Extends into another county as P-06-000586
Extends into another county as P-27-002923
Extends into another county as P-35-000334
Extends into another county as P-41-001877
Extends into another county as P-43-000928
Extends into another county as P-44-000377
Extends into another county as P-48-000549
Extends into another county as P-49-001510
Physically overlaps or intersects P-28-001750
See also P-28-001528
See also P-28-001733
See also P-28-001751
Subsumes P-28-001157
Subsumes P-28-001188
Is an element of district P-28-001547

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	2/17/1998	Adam Sriro, Bright Eastman	Anthropological Studies Center, Sonoma State University	Original record for P-28-000966
e	8/1/2008	Vicki Beard	Tom Origer & Associates	a recording of 4 features, 2 of which are included in this record
b	8/4/1999	J. Nelson	Jones & Stokes	Original record for P-28-001188, subsumed
c	6/21/2001	Matt Bischoff	Statistical Research, Inc.	Napa Valley Wine Train
d	2/1/2006	Vida Germano, Noah Stewart	Caltrans District 4	Napa Valley Railroad
h	4/1/2009	Nelson Thompson	Tom Origer & Assoc	reconnaissance

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-036261		VOIDED S#: see additional citation 'b' of S-36559	
S-052390	2019	Archaeological Survey and Extended Phase I Testing Report for the Soscol Avenue Mixed Use Development, City of Napa, California	Far Western Anthropological Research Group, Inc.
S-016849		VOIDED S# - additional citation 'd' of S-7618	
S-029242	2004	A Cultural Resources Study of the Proposed North Napa Siphon and Pipeline Project, Napa, Napa County, California.	Anthropological Studies Center, Sonoma State University

S-007618	1986	Historic Properties Survey Report, Proposed Shoulder Widening and Installation of Left Turn Lanes Along St. Helena Highway, Napa County, 4-NAP-29 22.2/28.4 04226-111330	Caltrans District 4
S-019204	1997	A Cultural Resources Evaluation of the Napa Valley Wine Train, St. Helena Station	Archaeological Resource Service
S-019206	1997	Cultural Resources Evaluation of the Napa Valley Wine Train, Yountville Station	Archaeological Resource Service
S-039456	2012	A Cultural Resources Investigation of the California Department of Fish and Game, In-stream Flow Measurements on Napa Tributaries Project (R3-60), Napa County, California	Cultural Resources Facility, Humboldt State University
S-020115	1998	A Cultural Resources Study of the Piazza Dei Cotta Development Project, Yountville, Napa County, California	Anthropological Studies Center, Sonoma State University
S-038004	2006	Historic Property Survey Report, 04-NAP-29/12 & 221, KP 8.0/11.4 0.0/1.2, PM 5.0/7.1 0.0/.7, CU 175/170, EA 281200	Caltrans
S-022736	2000	Final Cultural Resources Inventory Report for Williams Communications, Inc., Fiber Optic Cable System Installation Project, Point Arena to Robbins and Point Arena to Sacramento, California: Volume I	Jones & Stokes Associates, Inc.
S-006324	1983	Report of Archaeological Test Excavations, City of Calistoga NBA Water Supply Project, Napa County, California	Archaeological Consulting and Research Services, Inc.
S-044293	2013	Cultural Resources Constraints Report: Pueblo-1103 Blitz-Napa Distribution Circuit Reliability Improvements	Cardno ENTRIX
S-044294	2013	Cultural Resources Constraints Report: Silverado 2105 Circuit- Napa Reconductoring	Cardno ENTRIX
S-057312	2022	Cultural Resources Letter Report: Residences at Napa Junction Cultural Resources Peer Review	Analytical Environmental Services
S-022603	2000	Archaeological Survey Report for Proposed Site Improvements at Rutherford Depot for the Napa Valley Wine Train, Rutherford, Napa County, California	Heritage Resources Management
S-052322	2019	Cultural Resources Letter Report for Napa Pipe 2018 Revised Project, Napa County, California	Natural Investigations Company
S-036559	2009	Historic Property and Archaeological Survey Reports, proposed bike path between post miles 04-NAP-29 19.0 and 19.8, ESPL-5395 (001)/965100	Caltrans, District 4
S-033573	2007	A Cultural Resources Survey of APN 036-330-001, 2200 and 2210 Webber Avenue, Yountville, Napa County, California	Tom Origer & Associates
S-034138		VOIDED S# - additional citation 'a' of S-034210	
S-034210	2006	Historic Property Survey Report for the Route 29 Saint Helena Left-Turn Channelization and Road Rehabilitation Project in Napa County, California, 04-NAP-29, PM 25.5/28.4 (KP 41.0/45.7), EA 259400.	Caltrans
S-034685	2003	Cultural Resources Data Recovery of a Portion of the Napa Valley Wine Train Rail Line, Napa County, California	Statistical Research, Inc.
S-024386	2001	Historic Context for and Evaluation of the Napa Valley Railroad	Statistical Research, Inc.

Location information

County: Napa

USGS quad(s): Calistoga
Cuttings Wharf
Napa
Rutherford
St Helena
Yountville

Address: *Address*	*City*	*Assessor's parcel no.*	*Zip code*
		027-470-006	
		027-470-008	
		027-270-026	
		027-450-024	
		027-450-008	
		030-020-012	
		030-120-013	
		009-120-002	
		009-660-016	
		009-111-001	
		009-110-001	
		009-090-039	
		030-270-011	
		030-260-001	
		030-030-002	

PLSS:
UTMs: Zone 10 555400mE 4250750mN NAD27
Zone 10 562650mE 4232900mN NAD27
Zone 10 563030mE 4236970mN NAD27
Zone 10 563010mE 4326560mN NAD27
Zone 10 555340mE 4250780mN NAD27
Zone 10 555460mE 4250740mN NAD27

Database record metadata

Entered: 4/1/2005 (icrds)
Last modified: 10/18/2022 (neala)

IC actions:	*Date*	*User*	*Action taken*
	4/1/2005	jay	Appended records from discontinued ICRDS.
	4/1/1998	AOLPJ	Primary number 28-000966 assigned.
	4/24/2009	jordanl	subsumed P-28-001157 into this record ('c')
	11/18/2008	jordanl	subsumed P-28-001188 into this record ('b')
	2/4/2015	rinerg	collated PDF pages and folder pages to match recording events

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001019

Identifying information

Primary No.: P-28-001019
Trinomial: CA-
Name: Bridge 21C-96
Other IDs:

Type	*Name*
Resource Name	Bridge 21C-96
OHP PRN	DOE 28-99-0014-0000
Other	First Street Bridge over Napa Creek
OHP Property Number	122962
Other	First Street over Napa Creek Bridge (#21C-96)
OHP PRN	COE990324A
OHP PRN	FHWA030430X
OHP PRN	DOE-28-04-0008-0000

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	3/1/1999	Stephen D. Mikesell	JRP Historical Consulting Services	DOE-28-99-0014-0000/COE990324A
c	12/18/2002	Stacie Ham, Andrew Hope	Caltrans	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-036531	2009	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers
S-030595	2004	Archaeological Testing and National Register Re-Evaluation, CA-NAP-744H (P-28-000619), Napa Chinatown and Vicinity, City of Napa, Napa County, California	Basin Research Associates, Inc.
S-030905	2003	Caltrans Statewide Historic Bridge Update - Survey and Evaluation of Masonry Arch Bridges	California Department of Transportation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	Napa		94559

PLSS:
UTMs: Zone 10 561355mE 4238943mN NAD27

Database record metadata

Entered: 4/1/2005 (icrds)
Last modified: 1/6/2017 (simsa)
IC actions:

Date	*User*	*Action taken*
4/1/2005	jay	Appended records from discontinued ICRDS.
8/4/2000	AOLPJ	Primary number 28-001019 assigned.
1/6/2017	simsa	DOE-28-04-0008-0000 and FHWA030430X not on file at the NWIC.

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001136

Identifying information

Primary No.: P-28-001136
Trinomial: CA-NAP-000958
Name: ARS 99-61-01
Other IDs:

Type	Name
Resource Name	ARS 99-61-01
Other	American Center for Wine, Food, and Arts

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1999	Cassandra Chattan, Elizabeth Bedolla	Archaeological Resource Service	

Associated reports

Report No.	Year	Title	Affiliation
S-015511	1993	A preliminary archival research and backhoe investigation of the Oxbow project area within the City of Napa (letter report)	Tom Origer and Associates

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
500 First Street	Napa		

PLSS: T5N R4W of of Sec. MDBM
UTMs: Zone 10 563040mE 4239460mN NAD27

Database record metadata

Entered: 4/6/2005 (jay)
Last modified: 5/15/2017 (surgeonj)
IC actions:

Date	User	Action taken
4/6/2005	jay	Entered minimal information from hard copy list provided by Leigh.

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001238

Identifying information

Primary No.: P-28-001238
Trinomial: CA-
Name: Borreo Building 920 Third Street, Napa, CA
Other IDs:

Type	*Name*
Resource Name	Borreo Building 920 Third Street, Napa, CA
OHP PRN	4558-0148-0000
Other	Thompson Beard & Sons Grain & Feed
Other	Borreo Building
OHP PRN	28-0005
OHP Property Number	000249
OHP PRN	4558-0148-0000
OHP PRN	65006862
Other	Holmes Moving and Storage

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

This property was given a status of 2S1 (Howse; Hist.Surv. 4558-0148-0000) in 1979 and the status changed to 7J in 1990 (Howse NAT . REG. 28-0005). Recently, URS (2004), on behalf of FEMA, evaluated this property (FEMA 040610A; on file at NWIC in DOE Files) and came to the conclusion that the building had lost its integrity and was not eligible for the NRHP. Currently, the property is listed with the following status: 7W (01/31/90).

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
b	5/3/2004	David Livingstone	URS Corp.	
a	4/24/1978	K. Kernberger	Napa Historic Preservation Society	4558-0148-0000

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-028617	2004	Cultural Resources Technical Report, Borreo Building Retrofit, City of Napa, DPMC-PJ-09-CA-2003-019	URS Corporation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
920 Third Street	Napa	006-131-007-000	94559

PLSS: T5N R4W of of Sec. MDBM
UTMs:

Database record metadata

Entered: 4/6/2005 (jay)
Last modified: 5/15/2017 (surgeonj)
IC actions:

Date	*User*	*Action taken*
4/6/2005	jay	Entered minimal information from hard copy list provided by Leigh.
5/16/2014	castrom	Information was verifed and updated.
5/12/2017	moored	Joseph has been contacted for looking for other OHP documentation. Added HRI recording event

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001248

Identifying information

Primary No.: P-28-001248
Trinomial: CA-
Name: 1410 Seminary Street
Other IDs:

Type	*Name*
Resource Name	1410 Seminary Street
OHP Property Number	155141
OHP PRN	COE940104A

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

building was demolished as part of the Napa Flood Control Project [TZ 8/17/18]

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	4/1/2004	Ward Hill	[none]	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-028983	2004	Historic Architecture Report, 1410 Seminary Street, City of Napa	Basin Research Associates, Inc.

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1410 Seminary Street			

PLSS:
UTMs:

Database record metadata

Entered: 4/6/2005 (jay)
Last modified: 9/7/2018 (rinerg)
IC actions:

Date	*User*	*Action taken*
4/6/2005	jay	Entered minimal information from hard copy list provided by Leigh.
8/17/2018	zavalat	made general note
9/7/2018	rinerg	check InfoBase=SurfaceSurvey

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001295

Identifying information

Primary No.: P-28-001295
Trinomial: CA-
Name: Pearl Street over Napa Creek Bridge (#21C-97)
Other IDs:

Type	*Name*
Resource Name	Pearl Street over Napa Creek Bridge (#21C-97)
OHP PRN	DOE-28-04-0024-0000
OHP PRN	FHWA030430X
OHP Property Number	147022

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
12/18/2002	Stacie Ham, Andrew Hope	Caltrans- Headquarters	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-036531	2009	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers
S-030905	2003	Caltrans Statewide Historic Bridge Update - Survey and Evaluation of Masonry Arch Bridges	California Department of Transportation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	Napa		

PLSS: T6N R4W of of Sec. MDBM
UTMs: Zone 10 562519mE 4239198mN NAD27

Database record metadata

Entered: 12/15/2005 (kellyn)
Last modified: 1/6/2017 (simsa)
IC actions:

Date	*User*	*Action taken*
1/6/2017	simsa	DOE-28-04-0024-0000 and FHWA030430X not on file at the NWIC

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001296

Identifying information

Primary No.: P-28-001296
Trinomial: CA-
Name: Coombs Street over Napa Creek Bridge (#21C-94)
Other IDs:

Type	*Name*
Resource Name	Coombs Street over Napa Creek Bridge (#21C-94)
OHP Property Number	147021
OHP PRN	DOE-28-04-0023-0000
OHP PRN	FHWA030430X

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

FHWA030430X and DOE-28-04-0023-0000 are not on file at the NWIC.

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	12/18/2002	Stacie Ham, Andrew Hope	Caltrans- Headquarts	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-036531	2009	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers
S-030905	2003	Caltrans Statewide Historic Bridge Update - Survey and Evaluation of Masonry Arch Bridges	California Department of Transportation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
Coombs St	Napa		

PLSS: T6N R4W of of Sec. MDBM
UTMs: Zone 10 562353mE 4239201mN NAD27

Database record metadata

Entered: 12/15/2005 (kellyn)
Last modified: 1/5/2017 (moored)
IC actions:

Date	*User*	*Action taken*
1/5/2017	moored	

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001297

Identifying information

Primary No.: P-28-001297
Trinomial: CA-
Name: Seminary Street over Napa Creek Bridge (#21C-92)
Other IDs:

Type	*Name*
Resource Name	Seminary Street over Napa Creek Bridge (#21C-92)
OHP Property Number	147020
OHP PRN	DOE-28-04-0022-0000
OHP PRN	FHWA030430X

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

FHWA030430X and DOE-28-04-0022-0000 are not on file at the NWIC.

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	12/18/2002	Stacie Ham, Andrew Hope	Caltrans- Headquarters	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-036531	2009	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers
S-030905	2003	Caltrans Statewide Historic Bridge Update - Survey and Evaluation of Masonry Arch Bridges	California Department of Transportation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
Seminary Street	Napa		

PLSS: T6N R4W of of Sec. MDBM
UTMs: Zone 10 562228mE 4239227mN NAD27

Database record metadata

Entered: 12/15/2005 (kellyn)
Last modified: 8/26/2016 (hagell)

Resource Detail: P-28-001298

Identifying information

Primary No.: P-28-001298
Trinomial: CA-
Name: Jefferson Street over Napa Creek (#21C-10)
Other IDs:

Type	*Name*
Resource Name	Jefferson Street over Napa Creek (#21C-10)
OHP Property Number	147017
OHP PRN	DOE-28-04-0018-0000
OHP PRN	FHWA030430X

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

FHWA030430X and DOE-28-04-0018-0000 are not on file at the NWIC.

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	12/18/2002	Stacie Ham, Andrew Hope	Caltrans- Headquarters	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-036531	2009	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers
S-030905	2003	Caltrans Statewide Historic Bridge Update - Survey and Evaluation of Masonry Arch Bridges	California Department of Transportation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
Jefferson Street	Napa		

PLSS: T6N R4W of of Sec. HBM
UTMs: Zone 10 561937mE 4239132mN NAD27

Database record metadata

Entered: 12/15/2005 (kellyn)
Last modified: 8/26/2016 (hagell)

Resource Detail: P-28-001327

Identifying information

Primary No.: P-28-001327
Trinomial: CA-
Name: Bridge 21C0044
Other IDs:

Type	*Name*
Resource Name	Bridge 21C0044
Caltrans	Bridge 21C0044
Caltrans	Bridge 21C-44
OHP Property Number	147018
National Register	28-0071
OHP PRN	DOE-28-04-0019-0000

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	12/18/2002	Stacie Ham, Andrew Hope	Caltrans- Headquarters	
b	8/1/2005	Andrew Hope	Caltrans	
c	1/2/2006	Stacie Ham	Napa County Landmarks, Inc.	28-0071

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-030902	2005	Historic Resource Evaluation Report, Re-Evaluation of the Main Street Bridge in Napa, Napa County (Bridge 21C0044)	California Department of Transportation

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
Main Street, southeast of Pearl Street	Napa		94559

PLSS: T6N R4W of of Sec. MDBM
UTMs: Zone 0 562520mE 4239136mN NAD27 (Main Street over Napa Creek)
Zone 0 562520mE 4239136mN NAD27 (Main Street southeast of Pearl Street)

Database record metadata

Entered: 9/25/2006 (liz)
Last modified: 1/6/2017 (simsa)
IC actions:

Date	*User*	*Action taken*
1/6/2017	simsa	DOE-28-04-019-0000 is not on file at the NWIC

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001438

Identifying information

Primary No.: P-28-001438
Trinomial: CA-
Name: Sunsweet Fruit Packing Warehouse
Other IDs:

Type	*Name*
Resource Name	Sunsweet Fruit Packing Warehouse
Other	California Prune & Apricot Association Packing Sheds
Other	Sunsweet Plant No. 6
OHP Property Number	170024
OHP PRN	FCC080108D
Other	California Prune & Apricot Growers Packing House

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
12/1/2007	Dana E. Supernowicz	Historic Resource Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-034513	2008	New Tower ("NT") Submission Packet, FCC Form 620, 849 Jackson, SF18860A	Earth Touch, Inc., Historic Resource Associates

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
849 Jackson Street	Napa	507-0645-020-02	94559

PLSS:
UTMs:

Database record metadata

Entered: 4/24/2008 (jordanl)
Last modified: 5/15/2017 (surgeonj)
IC actions:

Date	*User*	*Action taken*
5/12/2017	moored	FCC080108D not on file at the NWIC

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001507

Identifying information

Primary No.: P-28-001507
Trinomial: CA-
Name: 743 First Street
Other IDs:

Type	Name
Resource Name	743 First Street

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Building no longer there (JJS 08/21/18).

Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
743 First Street	Napa	003-241-001 [incorrect] 003-241-05 [current]	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001508

Identifying information

Primary No.: P-28-001508
Trinomial: CA-
Name: 807 Soscol Avenue / 812 3rd Street
Other IDs:

Type	*Name*
Resource Name	807 Soscol Avenue / 812 3rd Street
OHP Property Number	176185
OHP PRN	COE940104A

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
7/1/2008	Ward Hill	Basin Research Associtates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
807 Soscol Avenue	Napa	006-131-005	
812 3rd Street	Napa	006-131-006	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)
IC actions:

Date	*User*	*Action taken*
9/5/2018	neala	corrected recorder name

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001509

Identifying information

Primary No.: P-28-001509
Trinomial: CA-
Name: 876 Water Street
Other IDs:

Type	*Name*
Resource Name	876 Water Street
OHP Property Number	176163
OHP PRN	COE940104A

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Building no longer there (JJS 08/21/18).

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
876 Water Street	Napa	003-242-001	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001510

Identifying information

Primary No.: P-28-001510
Trinomial: CA-
Name: 923 Water Street
Other IDs:

Type	*Name*
Resource Name	923 Water Street
Other	Napa Corporation Yard
OHP Property Number	176186
OHP PRN	COE940104A

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
923 Water Street	Napa	003-242-003	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001511

Identifying information

Primary No.: P-28-001511
Trinomial: CA-
Name: 1415 Earl Street
Other IDs:

Type	*Name*
Resource Name	1415 Earl Street

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1415 Earl Street	Napa	003-126-002	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001512

Identifying information

Primary No.: P-28-001512
Trinomial: CA-
Name: 1404 Center Street
Other IDs:

Type	*Name*
Resource Name	1404 Center Street
OHP Property Number	176187
OHP PRN	COE940104A

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1404 Center Street	Napa	003-127-001	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001513

Identifying information

Primary No.: P-28-001513
Trinomial: CA-
Name: 1434 Center Street
Other IDs:

Type	Name
Resource Name	1434 Center Street

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
1434 Center Street	Napa	003-127-003	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001514

Identifying information

Primary No.: P-28-001514
Trinomial: CA-
Name: 1440 Center Street
Other IDs:

Type	Name
Resource Name	1440 Center Street

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
1440 Center Street	Napa	003-127-004	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001515

Identifying information

Primary No.: P-28-001515
Trinomial: CA-
Name: 1450 Center Street
Other IDs:

Type	Name
Resource Name	1450 Center Street

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/2008	Ward Hill	Basin Research Associates, Inc.	

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
1450 Center Street	Napa	003-127-005	

PLSS:
UTMs:

Database record metadata

Entered: 9/9/2008 (jordanl)
Last modified: 9/5/2018 (neala)

Resource Detail: P-28-001547

Identifying information

Primary No.: P-28-001547
Trinomial: CA-
Name: Napa Valley Railroad District
Other IDs:

Type	*Name*
Resource Name	Napa Valley Railroad District
Other	Napa Valley Wine Train
Other	Southern Pacific Railroad

Cross-refs: Physically overlaps or intersects P-28-002608
See also P-28-001733
Is a district with element P-28-000966
Is a district with element P-28-001750
Is a district with element P-28-001751

Attributes

Resource type: District
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
5/1/2006	Vida Germano	Caltrans District 4	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-052390	2019	Archaeological Survey and Extended Phase I Testing Report for the Soscol Avenue Mixed Use Development, City of Napa, California	Far Western Anthropological Research Group, Inc.
S-040023	2012	Cultural Resource Inventory and Buried Site Sensitivity Model for the Town of Yountville Recycled Water Expansion Project, Napa County, California	Anthropological Studies Center, Sonoma State University
S-016849		VOIDED S# - additional citation 'd' of S-7618	
S-034210	2006	Historic Property Survey Report for the Route 29 Saint Helena Left-Turn Channelization and Road Rehabilitation Project in Napa County, California, 04-NAP-29, PM 25.5/28.4 (KP 41.0/45.7), EA 259400.	Caltrans
S-007618	1986	Historic Properties Survey Report, Proposed Shoulder Widening and Installation of Left Turn Lanes Along St. Helena Highway, Napa County, 4-NAP-29 22.2/28.4 04226-111330	Caltrans District 4
S-039456	2012	A Cultural Resources Investigation of the California Department of Fish and Game, In-stream Flow Measurements on Napa Tributaries Project (R3-60), Napa County, California	Cultural Resources Facility, Humboldt State University
S-044293	2013	Cultural Resources Constraints Report: Pueblo-1103 Blitz-Napa Distribution Circuit Reliability Improvements	Cardno ENTRIX
S-034685	2003	Cultural Resources Data Recovery of a Portion of the Napa Valley Wine Train Rail Line, Napa County, California	Statistical Research, Inc.
S-052322	2019	Cultural Resources Letter Report for Napa Pipe 2018 Revised Project, Napa County, California	Natural Investigations Company
S-051333	2018	Archaeological Investigation for the Riverside Ponds & Headworks River Bank Repair Project - Geotechnical Soil Testing - HMGP 4240-20-27, Napa County, California	Tetra Tech, Inc.
S-034138		VOIDED S# - additional citation 'a' of S-034210	

Location information

County: Napa
USGS quad(s): Calistoga
Napa
Rutherford
St Helena
Yountville

Database record metadata

Entered: 4/30/2009 (jordanl)

Last modified:	8/2/2021 (neala)		
IC actions:	*Date*	*User*	*Action taken*
	3/15/2017	hagell	edited other identifier
	8/2/2021	neala	added attributes
Record status:	Verified		
PDF status:			
GIS status:			

Resource Detail: P-28-001613

Identifying information

Primary No.: P-28-001613
Trinomial: CA-NAP-001099
Name: ASM-Napa-1
Other IDs:

Type	Name
Resource Name	ASM-Napa-1
Other	FS#

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Not for publication
Collections: Yes
Accession no(s): [none]
Facility: ASM affiliates

General notes

Recording events

	Date	Recorder(s)	Affiliation	Notes
a	8/13/2011	S.S. Mahoney, L. Fryman, and K. Sprengeler	ASM Affiliates, Inc.	

Associated reports

Report No.	Year	Title	Affiliation
S-038617	2012	Archaeological Testing of CA-NAP-1099H, Napa Creek Bank Stabilization Project	ASM Affiliates

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
1102 Pearl Street	Napa		94559

PLSS:
UTMs: Zone 10 562318mE 4239423mN NAD83 (2011 record)

Database record metadata

Entered: 1/3/2012 (jordanl)
Last modified: 9/18/2019 (NiecE)
IC actions:

Date	User	Action taken
9/18/2019	NiecE	Edited collections data

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001614

Identifying information

Primary No.: P-28-001614
Trinomial: CA-NAP-001100
Name: Brick wall footing and historic debris
Other IDs:

Type	*Name*
Resource Name	Brick wall footing and historic debris
Other	Trash Deposit, Dump from Chinese Laundry

Cross-refs:

Attributes

Resource type: Site
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	2/12/2011	Melissa Montag	U.S. Army Corps of Engineers	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-038402	2011	Napa Creek Flood Control Project	U.S. Army Corps of Engineers
S-038617	2012	Archaeological Testing of CA-NAP-1099H, Napa Creek Bank Stabilization Project	ASM Affiliates

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1201 Main Street	Napa		94559

PLSS: T5N R4W of of Sec. MDBM
UTMs: Zone 10 562331mE 4239416mN NAD83 (2011 record)

Database record metadata

Entered: 1/3/2012 (jordanl)
Last modified: 1/6/2017 (simsa)

Resource Detail: P-28-001674

Identifying information

Primary No.: P-28-001674
Trinomial: CA-
Name: 850 Caymus Street
Other IDs:

Type	*Name*
Resource Name	850 Caymus Street
OHP PRN	DOE 28-99-0004-0000
OHP Property Number	122855

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	3/2/1999	Sean Dexter, Mary Sayers	[none]	Original Record

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
850 Caymus Street	Napa	003-145-010	

PLSS:
UTMs:

Database record metadata

Entered: 11/5/2013 (castrom)
Last modified: 3/5/2015 (grahams)
IC actions:

Date	*User*	*Action taken*
2/19/2015	castrom	GIS Completed

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001678

Identifying information

Primary No.: P-28-001678
Trinomial: CA-
Name: 1032 Caymus Street
Other IDs:

Type	*Name*
Resource Name	1032 Caymus Street
OHP PRN	DOE 28-99-0005-0000
OHP Property Number	99797

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	3/2/1999	Sean Dexter, Mary Sayers	[none]	Original Record

Associated reports

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1032 Caymus Street	Napa	003-135-008	

PLSS:
UTMs:

Database record metadata

Entered: 11/5/2013 (castrom)
Last modified: 3/5/2015 (grahams)
IC actions:

Date	*User*	*Action taken*
2/19/2015	castrom	GIS Completed

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001835

Identifying information

Primary No.: P-28-001835
Trinomial: CA-
Name: 1300 Clay Street
Other IDs:

Type	Name
Resource Name	1300 Clay Street
Other	Venture Commerce Center

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	Recorder(s)	Affiliation	Notes
a	5/23/2012	Britta Fenniman	EBI Consulting	
b	9/15/2015	K.A. Crawford	Crawford Historic Services	

Associated reports

Report No.	Year	Title	Affiliation
S-046614	2015	Collocation ("CO") Submission Packet, Downtown Napa, Project No. SF33XC812E	EarthTouch, Inc.
S-047946	2015	FCC Form 621 Collocation Submission Packet: BA00389A (SF389 Napa AT&T), 1300 Clay Street, Napa, CA 94559	Environmental Assessment Specialists, Inc.

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
1300 Clay Street	Napa		94559

PLSS:
UTMs: Zone 10 562187mE 4239212mN NAD83 (2012)

Database record metadata

Entered: 7/12/2016 (simsa)
Last modified: 2/3/2017 (grahams)
IC actions:

Date	User	Action taken
7/12/2016	simsa	Added resource from S-46614; populated database

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001880

Identifying information

Primary No.: P-28-001880
Trinomial: CA-
Name: Bridge 21C-12
Other IDs:

Type	*Name*
Resource Name	Bridge 21C-12
Other	Third Street Bridge over Napa River
OHP PRN	DOE-28-99-0015-0000
OHP PRN	COE-990324A
OHP Property Number	122963

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
3/1/1999	Stephen D. Mikesell	JRP Historical Consulting	DOE-28-99-0015-0000/COE-990324A

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-023097	1999	Historic Property Survey Report, Third Street (Bridge 21C-12) Over the Napa River Replacement Project, City of Napa, Napa County, California California Department of Transportation District 4	Basin Research Associates, Inc.

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
	Napa		94559

PLSS:
UTMs: Zone 10 562745mE 4238943mN NAD83

Database record metadata

Entered: 5/12/2017 (moored)
Last modified: 5/15/2017 (surgeonj)
IC actions:

Date	*User*	*Action taken*
5/12/2017	moored	Assign P#, taken from COE-990324A

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-001996

Identifying information

Primary No.: P-28-001996
Trinomial: CA-
Name: 1021 McKenzie Drive
Other IDs:

Type	*Name*
Resource Name	1021 McKenzie Drive
OHP Property Number	184266
OHP PRN	4558-0835-0000

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	1/1/2011	K. Horak, A. Lyons, M. Davis	Architectural Resources Group, Inc.	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-049120	2011	Alta Heights Historic Context Statement and Survey Report, Napa, California	Architectural Resources Group

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1021 McKenzie Dr	Napa	045-090-09	

PLSS:
UTMs:

Database record metadata

Entered: 7/7/2017 (yanagig)
Last modified: 2/20/2018 (yanagig)
IC actions:

Date	*User*	*Action taken*
7/7/2017	yanagig	Assigned primary number using import tool.
7/14/2017	rinerg	correct the location address (was: 1015 Clark St, Napa, CA)

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-002440

Identifying information

Primary No.: P-28-002440
Trinomial: CA-
Name: Hatt Building/Napa Mill Building
Other IDs:

Type	*Name*
Resource Name	Hatt Building/Napa Mill Building
OHP Property Number	000151
OHP PRN	DOE-28-94-0004-0000
OHP PRN	NPS-77000316-0000
OHP PRN	4558-0050-0000
OHP PRN	COE940104A

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
c	11/5/1992	Rand Herbert; Stephen D. Mikesell	JRP Historical Consulting Services	DOE-28-94-0004-0000
b	4/24/1978	Frederick Pond	Napa Co. Hist. Pres. & Her. Com.	HRI
a	8/12/1974	David & Kathleen Kernberger	Napa Historic Preservation Society	nomination form

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-048678	1993	National Register Evaluation for Hatt Building, Noyes Lumber Company and Jaekle Bros. Planing Mill Buildings, Napa, California	JRP Historical Consulting Services

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
550 Main St	Napa		

PLSS:
UTMs:

Database record metadata

Entered: 10/18/2017 (bentonb)
Last modified: 10/19/2017 (surgeonj)

Resource Detail: P-28-002544

Identifying information

Primary No.: P-28-002544
Trinomial: CA-
Name: Model Railroad Building
Other IDs:

Type	Name
Resource Name	Model Railroad Building

Cross-refs: Physically overlaps or intersects P-28-002545

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Resource (building) contains another resource (P-28-002545, model railroad exhibit) within. [JM 6/03/19]

Recording events

Date	Recorder(s)	Affiliation	Notes
11/29/2018	Brian Matuk	Evans & De Shazo	

Associated reports

Report No.	Year	Title	Affiliation
S-052275	2018	Historic Resource Evaluation Of The Model Railroad Building And Model Railroad Exhibit Located 575 3rd Street, Napa County, California	Evans & De Shazo, Inc

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
575 3rd St	Napa	006-145-003	94541

PLSS:
UTMs:

Database record metadata

Entered: 5/9/2019 (surgeonj)
Last modified: 6/4/2019 (surgeonj)
IC actions:

Date	User	Action taken
5/13/2019	surgeonj	Notified submitter.
5/24/2019	murazzoj	Updated attributes, quad, address

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-002545

Identifying information

Primary No.: P-28-002545
Trinomial: CA-
Name: Model Railroad Exhibit
Other IDs:

Type	Name
Resource Name	Model Railroad Exhibit

Cross-refs: Physically overlaps or intersects P-28-002544

Attributes

Resource type: Object
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Exhibit located inside of resource P-28-002544.

Recording events

Date	Recorder(s)	Affiliation	Notes
11/29/2018	Brian Matuk	Evans & De Shazo	

Associated reports

Report No.	Year	Title	Affiliation
S-052275	2018	Historic Resource Evaluation Of The Model Railroad Building And Model Railroad Exhibit Located 575 3rd Street, Napa County, California	Evans & De Shazo, Inc

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	City	Assessor's parcel no.	Zip code
575 3rd St.	Napa	006-145-003	94541

PLSS:
UTMs:

Database record metadata

Entered: 5/9/2019 (surgeonj)
Last modified: 4/7/2021 (neala)
IC actions:

Date	User	Action taken
5/13/2019	surgeonj	Notified submitter.
5/24/2019	murazzoj	Updated attributes, quad, address. Resource is located inside building (P-28-002544).

Record status: Verified
PDF status:
GIS status:

Resource Detail: P-28-002683

Identifying information

Primary No.: P-28-002683
Trinomial: CA-
Name: ARS 08-020-02
Other IDs:

Type	*Name*
Resource Name	ARS 08-020-02
Other	1215 Silverado Trail
Other	1236 Juarez Street

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Not in 2012 HPD or BERD (prior to 2022). Last image of features in Google Earth 3/2016. NWIC 9/1/2023 yanagig.

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
11/17/2008	Cassandra Chattan	Archaeological Resource Service	From S-54200 citation a, PDF page 42

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-054200	2008	A Cultural Resources Mitigation Plan for the Ritz-Carlton Napa Valley Project, Napa, Napa County, California	Archaeological Resource Service

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
1215 Silverado Trail	Napa		
1219 Silverado Trail		006-065-07	
1236 Jaurez Street		006-065-02	

PLSS:
UTMs: Zone 10 563250mE 4239520mN NAD83 (11/17/2008)

Database record metadata

Entered: 9/1/2023 (YanagiG)
Last modified: 9/5/2023 (willoughbyl)

Resource Detail: P-28-002684

Identifying information

Primary No.: P-28-002684
Trinomial: CA-
Name: ARS-08-020-03
Other IDs:

Type	*Name*
Resource Name	ARS-08-020-03
Other	Foundation at northeast corner of Juarez and Clay Streets

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Surface survey
Attribute codes:
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Not in 2012 HPD or BERD (prior to 2022). Last image of features in Google Earth 3/2016. NWIC 9/1/2023 yanagig.

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
11/17/2008	Cassandra Chattan	Archaeological Research Service	From S-54200 citation a, PDF page 47.

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-054200	2008	A Cultural Resources Mitigation Plan for the Ritz-Carlton Napa Valley Project, Napa, Napa County, California	Archaeological Resource Service

Location information

County: Napa
USGS quad(s): Napa
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
Juarez Street	Napa	006-064-01	94558

PLSS:
UTMs: Zone 10 563220mE 4239570mN NAD83 (11/17/2008)

Database record metadata

Entered: 9/1/2023 (YanagiG)
Last modified: 3/15/2024 (neala)

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-000004		1967	David A. Fredrickson	Appraisal of the Archaeological Resources of the Napa River (Trancas Road to Edgerley Island) and Three Potential Reservoir Areas in the Napa River Basin		P-28-000027, P-28-000218, P-28-000222
S-000089		1974	Michael J. Moratto	An Archaeological Survey of Possible Dredge Spoil Disposal Sites for the Napa River Channel Improvements Project	Archaeological Research Laboratory, San Francisco State University	P-28-000027, P-28-000218
S-001139		1978	Felicia Gobba Shinnamon	Archaeological Impact Evaluation: Napa Creek Project, Napa, California.		
S-001403		1975	Martin Rosenson	Field Notes of Archaeological Reconnaissance Made on the "Chinatown", NAP-261,and NAP-14 Sites Situated Along the Napa River Basin.		P-28-000027, P-28-000218, P-28-000619
S-008856		1986	Suzanne Baker	Archaeological Reconnaissance of the Napa Transit Project, Napa, California	Archaeological Consultants	
S-010794	OHP PRN: COE890522A	1989	R. Paul Hampson Roberta S. Greenwood	Cultural Resource Investigation at China Point Park, Napa	Greenwood and Associates	P-28-000619
S-010794a		1989	Leo R. Barker	Research Design for Cultural Resource Investigation at China Point Park, Napa and Cultural Resource Investigation at China Point Park, Napa	National Park Service	
S-010794b		0		Scope of Services, Archaeological Test Excavation Program, City of Napa Chinatown Site, Napa, California (Draft)		
S-010794c		1989	Kathryn Gualtieri	COE 890522A; Determination of Eligibility: CA-Nap-744H, Napa Chinatown Site [Regulatory Branch No, 16521E29]	Office of Historic Preservation	
S-012739		1960	Milton W. Stoll, Jr.	Napa Valley Archaeological Survey		P-28-000015, P-28-000016, P-28-000018, P-28-000019, P-28-000020, P-28-000027, P-28-000036, P-28-000037, P-28-000048, P-28-000123, P-28-000129, P-28-000133, P-28-000135, P-28-000136, P-28-000137, P-28-000140, P-28-000151, P-28-000167, P-28-000268, P-28-000826, P-28-000828, P-28-000846, P-28-000847, P-28-000868, P-28-002477, P-28-002568
S-015511	Submitter: Oxbow Project Area Cultural Resources	1993	Thomas Origer	A preliminary archival research and backhoe investigation of the Oxbow project area within the City of Napa (letter report)	Tom Origer and Associates	P-28-001136

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-015825		1994	Janine M. Loyd Thomas M. Origer	An Archaeological Survey of 1356 Calistoga Avenue, Napa, Napa County, California	Tom Origer and Associates	
S-017519		1978	Stephen A. Dietz	Archaeological report for Soscol Avenue, from Third Street to Napa Street, SS131 (1705-131) (letter report)	Archaeological Consulting and Research Services, Inc.	
S-018592	Submitter: A.R.S. Project #96-42	1996	Katherine Flynn	A Cultural Resources Evaluation of a Property Located at 2020 Clay Street in the City of Napa, Napa County	Archaeological Resource Service	
S-023097		1999	Colin I. Busby Melody E. Tannam Donna M. Garaventa	Historic Property Survey Report, Third Street (Bridge 21C-12) Over the Napa River Replacement Project, City of Napa, Napa County, California California Department of Transportation District 4	Basin Research Associates, Inc.	P-28-001880
S-023097a		1999	Colin I. Busby	Positive Archaeological Survey Report Third Street Bridge (Bridge 21C-12) Over the Napa River Replacement Project, City of Napa, Napa County, California	Basin Research Associates, inc.	
S-023097b		1999	Stephen D. Mikesell	Draft, Bridge Evaluations Bridge 21C-96, First Street Over Napa Creek Bridge 21C-91, First Street Over Napa River Over Flow Bridge 21C-12, Third Street over Napa River Napa County, California	JRP Historical Consulting Services	
S-023413		2000	Katherine S. Flynn	Archaeological Survey Report for the Jefferson/Clay Street Signal Installation and Improvements, Federal Aid Project No. STPL-5042 (024) in the City of Napa, Napa County, California (04-NAP-0 P.M. Nap)	Archaeological Resource Service	
S-024386	Submitter: Technical Report 01-52	2001	Matt Bischoff Matthew Sterner	Historic Context for and Evaluation of the Napa Valley Railroad	Statistical Research, Inc.	P-28-000966, P-28-001157
S-024719	Voided: S-26207	2001	Robert Cartier	Cultural Resource Evaluation for the Napa Hotel Project in the City of Napa, California	Archaeological Resource Management	P-28-001178
S-024719a		2002	Robert Cartier	Archaeological Testing Program for the Napa Hotel Project in the City of Napa, California	Archaeological Resource Management	
S-024719b		2008	Robert R. Cartier	Updated Archaeological Testing Program for the River House Resort Project in the City Of Napa, California	Archaeological Resource Management	
S-024968		2000	Robert Harmon	Technical Report for Archaeological Resources Initial Study, Soscol Avenue Bridge (Bridge 21C-126) Over the Napa River Bypass, City of Napa, Napa County, California	Basin Research Associates, Inc.	
S-028617	OHP PRN: FEMA 040610A	2004		Cultural Resources Technical Report, Borreo Building Retrofit, City of Napa, DPMC-PJ-09-CA-2003-019	URS Corporation	P-28-001238

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-028983		2004	Ward Hill	Historic Architecture Report, 1410 Seminary Street, City of Napa	Basin Research Associates, Inc.	P-28-001248
S-029242	Submitter: Project QA166-64/04	2004	Sunshine Psota	A Cultural Resources Study of the Proposed North Napa Siphon and Pipeline Project, Napa, Napa County, California.	Anthropological Studies Center, Sonoma State University	P-28-000966
S-030595		2004		Archaeological Testing and National Register Re-Evaluation, CA-NAP-744H (P-28-000619), Napa Chinatown and Vicinity, City of Napa, Napa County, California	Basin Research Associates, Inc.	P-28-000619, P-28-001019
S-030902		2005	Andrew Hope	Historic Resource Evaluation Report, Re-Evaluation of the Main Street Bridge in Napa, Napa County (Bridge 21C0044)	California Department of Transportation	P-28-001327
S-030905	OHP PRN: FHWA030430X OHP PRN: DOE 49-04-0002-0000	2003	Stacie Ham	Caltrans Statewide Historic Bridge Update - Survey and Evaluation of Masonry Arch Bridges	California Department of Transportation	P-28-001019, P-28-001190, P-28-001291, P-28-001292, P-28-001294, P-28-001295, P-28-001296, P-28-001297, P-28-001298, P-28-001299, P-28-001300, P-28-001301, P-28-001302, P-28-001303, P-28-001304, P-28-001305, P-28-001306, P-28-001307, P-28-001308, P-28-001309, P-28-001310, P-28-001311, P-28-001312, P-28-001313, P-28-001314, P-28-001315, P-28-001316, P-28-001317, P-49-002863, P-49-003294, P-49-003295, P-49-003296, P-49-003298
S-030905a		2004	Stephen E. Mikesell	FHWA030430X; Survey and Evaluation of Masonry Arch Bridges - Caltrans Statewide Historic Bridge Survey Update	Office Historic Preservation	
S-033061	Submitter: SWCA Cultural Resources Report Database No. 06-507 Submitter: SWCA Report No. 10715-180	2006	Nancy Sikes Cindy Arrington Bryon Bass Chris Corey Kevin Hunt Steve O'Neil Catherine Pruett Tony Sawyer Michael Tuma Leslie Wagner Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	P-01-000027, P-01-000040, P-01-000087, P-01-000088, P-01-000089, P-01-000090, P-07-000138, P-27-000802, P-27-001191, P-27-001207, P-28-000467, P-43-000106, P-43-000141, P-43-000449, P-43-000573, P-43-000575, P-43-000754, P-43-000928, P-43-001071, P-48-000208, P-48-000211, P-48-000214, P-48-000441, P-48-000549, P-49-001583, P-57-000194, P-57-000198, P-57-000297, P-57-000301, P-57-000307

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	
S-034513	Submitter: Project Name: 849 Jackson Submitter: Project Number: SF18860A	2008	Dana E. Supernowicz	New Tower ("NT") Submission Packet, FCC Form 620, 849 Jackson, SF18860A	Earth Touch, Inc., Historic Resource Associates	P-28-001438
S-034513a		2008		Cultural Resources Study of 849 Jackson Project Metro PCS Site No. SF-18860A 849 Jackson Street, Napa, Napa County, California 94559	Historic Resource Associates	
S-034685	Submitter: Technical Report 03-55 Agency Nbr: HAER No. CA-322	2003	Matthew A. Sterner Scott Thompson	Cultural Resources Data Recovery of a Portion of the Napa Valley Wine Train Rail Line, Napa County, California	Statistical Research, Inc.	P-28-000966, P-28-001547
S-034685a		2003	Matt C. Bischoff Matthew A. Sterner Scott Thompson	Historic American Engineering Record for the Napa Valley Railroad Bridge	Statistical Research, Inc.	
S-036531		2009	S. Joe Griffin	Archaeological Survey of Approximately 4.5 Acres Along Napa Creek in Napa County, California, for the Napa Creek Bank Stabilization Project (NCBSP)	U.S. Army Corps of Engineers	P-28-000619, P-28-001019, P-28-001295, P-28-001296, P-28-001297, P-28-001298
S-038402	OHP PRN: COE940104A	2011	Melissa Montag	Napa Creek Flood Control Project	U.S. Army Corps of Engineers	P-28-001614
S-038617		2012	Shannon Mahoney Leslie Fryman	Archaeological Testing of CA-NAP-1099H, Napa Creek Bank Stabilization Project	ASM Affiliates	P-28-001613, P-28-001614
S-038617a		2011		Archaeological Testing Plan for the Napa Flood Control Project	ASM Affiliates	
S-038617b		2011	Joe Griffin Milford Wayne Donaldson Jeff W. Brooke	Section 106 consultation for the post-review discovery of a historic archaeological deposit encountered during work on the Napa River/Napa Creek Flood Control Project	U.S. Army Corps of Engineers; California Office of Historic Preservation	
S-045662	Submitter: 310346	2014	Carolyn Losee	Cultural Resources Investigation for AT&T CA4017 "Napa Valley Expo" 575 Third Street, Napa, Napa County, California 94559 (letter report)	Archaeological Resources Technology	
S-045662a		2015	Stephen Geist	FCC Form 620 New Tower Submission Packet, Proposed New Monotree, Horizon Tower #CA4017, Horizon Tower Site Name: Napa Valley Expo, 575 Third Street, Napa, Napa County, California, 94559, GE2G Project Number 310346	Geist Engineering & Environmental Group, Inc. GE2G	

ATTACHMENT 23

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-046614	Submitter: SF33XC812E	2015	Lorna Billat	Collocation ("CO") Submission Packet, Downtown Napa, Project No. SF33XC812E	EarthTouch, Inc.	P-28-001835
S-046614a		2014	Dana E. Supernowicz	Architectural Evaluation Study of the Downtown Napa Project, Sprint Site No. SF33XC812E, 1300 Clay Street, Napa County, California	Historic Resource Associates	
S-047946	OHP PRN: FCC_2015_1102_010	2015	Carrie D. Wills Kathleen Crawford	FCC Form 621 Collocation Submission Packet: BA00389A (SF389 Napa AT&T), 1300 Clay Street, Napa, CA 94559	Environmental Assessment Specialists, Inc.	P-28-001835
S-047946a		2015	Carrie D. Wills Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate BA00389A (SF389 Napa AT&T) 1300 Clay Street, Napa County, Napa, California (letter report)	Environmental Assessment Specialists, Inc.	
S-047946b		2015	Carrie D. Wills Kathleen A. Crawford	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate BA00389A (SF389 Napa AT&T) 1300 Clay Street, Napa County, Napa, California (letter report)	Environmental Assessment Specialists, Inc.	
S-047946c		2015	Julianne Polanco	FCC_2015_1102_010; BA00389A (SF389 Napa AT&T) 1300 Clay Street, Napa, Collocation	Office of Historic Preservation	
S-048576	Caltrans: CML-5042(057)	2016	Samantha Murray	Historic Property Survey Report; California Boulevard Roundabouts Project, City & County of Napa, CA	Dudek	P-28-001863, P-28-001864, P-28-001865, P-28-001866, P-28-001867, P-28-001868
S-048576a		2016	Samantha Murray	Historical Resources Evaluation Report for the California Boulevard Roundabouts Project, City & County of Napa, CA	Dudeck	
S-048576b		2016	Samantah Murray	Archaeological Survey Report for the California Boulevard Roundabouts Project, City & County of Napa, CA	Dudek	
S-048576c		2016	William Burns Adam Giacinto Micah Hale Samantha Murray	Extended Phase 1 Proposal for the California Boulevard Roundabouts Project City of Napa, Napa County, CA	Dudek	
S-048576d		2016	Adam Giacinto Micah Hale Samantha Murray	Extended Phase 1 Report for the California Boulevard Roundabouts Project City of Napa, Napa County, CA	Dudek	
S-048576e		2016	Samantha Murray	Finding of No Adverse Effect with Standard Conditions for the California Boulevard Roundabouts Project, City & County of Napa, CA	Dudek	
S-048678	Other: Purchase Order: DACW05-92-P-2408	1993		National Register Evaluation for Hatt Building, Noyes Lumber Company and Jaekle Bros. Planing Mill Buildings, Napa, California	JRP Historical Consulting Services	P-28-002440
S-049120		2011		Alta Heights Historic Context Statement and Survey Report, Napa, California	Architectural Resources Group	558 Associated Resources

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-052275		2018	Brian Matuk Stacey De Shazo	Historic Resource Evaluation Of The Model Railroad Building And Model Railroad Exhibit Located 575 3rd Street, Napa County, California	Evans & De Shazo, Inc	P-28-002544, P-28-002545
S-054200	Submitter: A.R.S. Project 08-020	2008	William Roop	A Cultural Resources Mitigation Plan for the Ritz-Carlton Napa Valley Project, Napa, Napa County, California	Archaeological Resource Service	P-28-001178, P-28-002683, P-28-002684
S-054200a		2008	Cassandra Chattan	Historic Structures Evaluation of the Napa Ritz-Carlton Project. ARS 08-020	Archaeological Resource Service	
S-054200b		2009	Jeff A. Parsons	Geochemistry And Geoarchaeological Evaluation Of Thirteen Soil Samples From Prehistoric Site NAP-928, City Of Napa, California	Jeff A. Parsons Geoarchaeology	
S-054200c		2010	Sally Evans William Roop	The Ritz-Carlton, Napa Valley Project, Historic Property Evaluation Report for CA-NAP-928, City of Napa, Napa County, California	Archaeological Resource Service	
S-054200d		2013	William Roop	Historic Property Treatment Plan (HPTP) For Ca-NAP-928, City Of Napa, Napa County, California	Archaeological Resource Service	
S-054200e		2020	C. Jesse Phillips Bruno Texier Trish Fernandez Al Schwitalla Richard Terk Dana DePietro	Final Technical Report And Results Of The Data Recovery Plan For The Historic Property Treatment Plan For Ca-Nap-928, City Of Napa, Napa County, California	InContext, FirstCarbon Solutions	

Local Government Tribal Consultation List Request **ATTACHMENT 23**

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

■ **CEQA Tribal Consultation List (AB 52)** – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

☐ **General Plan (SB 18)** - *Per Government Code § 65352.3.*

Local Action Type:

☐ **General Plan** ☐ **General Plan Element** ☐ **General Plan Amendment**

☐ **Specific Plan** ☐ **Specific Plan Amendment** ☐ **Pre-planning Outreach Activity**

Required Information

Project Title: First Street Napa Phase II

Local Government/Lead Agency: City of Napa

Contact Person: Dr. Dana Douglas DePietro

Street Address: 2999 Oak Rd. Ste. 250

City: Walnut Creek **Zip:** 94597

Phone: 530.219.1432 **Fax:**

Email: ddepietro@fcs-intl.com; natalie.queathem@adec-innovations.com

Specific Area Subject to Proposed Action

County: Napa **City/Community:** Napa

Project Description:

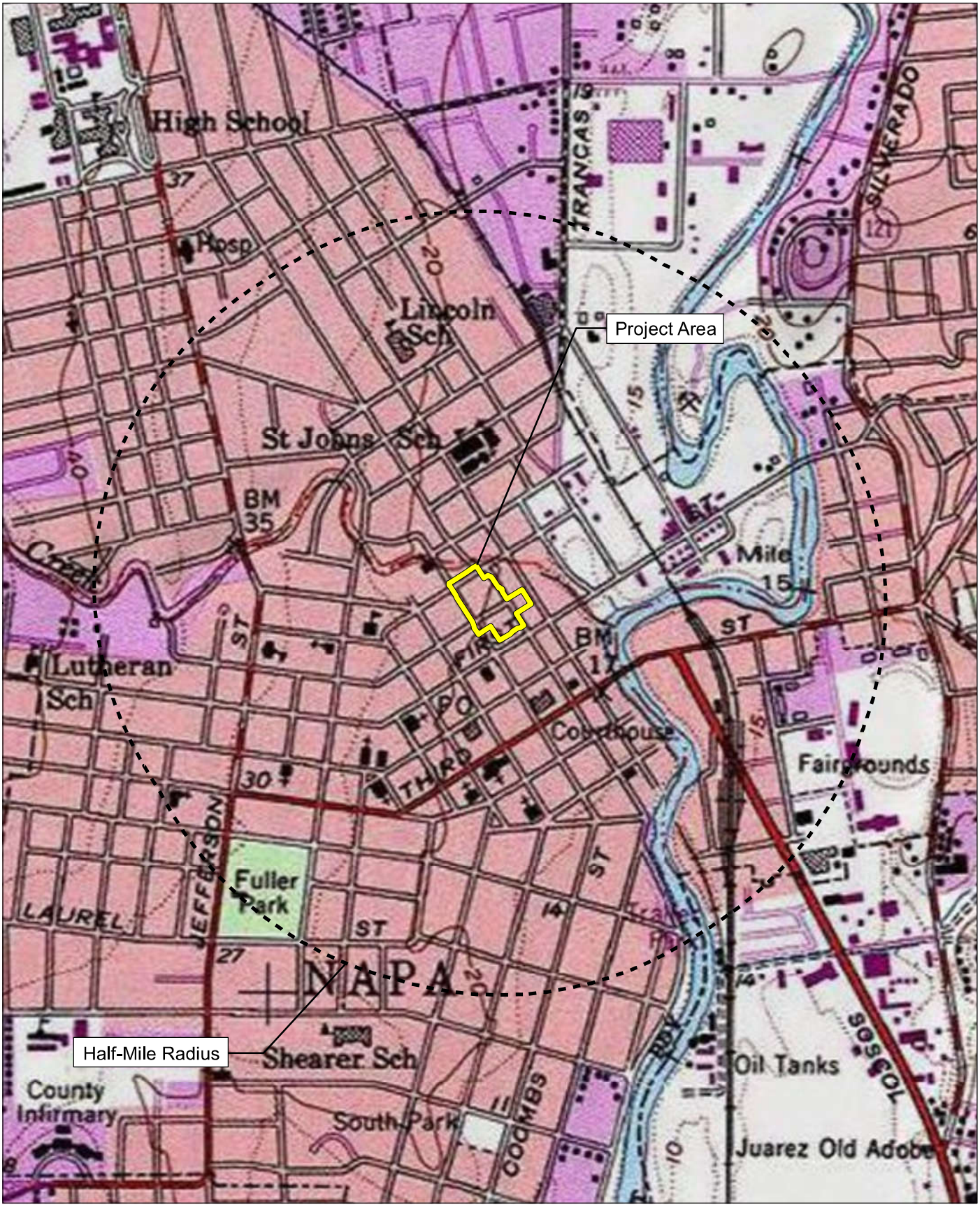
The mixed-use project is located on the corner of Coombs Street and First Street with 1.94-acre parcels located at 1106, 1116 and 1118 First Street, Napa, California, 0.7-acres property and the surface parking lot located at 1151 Pearl Street in Napa, California, and the approximately 0.19 acre property on First Street adjacent known as the Dwight Murray Plaza.

Additional Request

■ **Sacred Lands File Search** - *Required Information:*

USGS Quadrangle Name(s): Napa

Township: 05N **Range:** 04W **Section(s):** 2, 3, 10, 11



Radius Source: USGS Napa 7.5' Quadrangle / T05N R04W Sec 2, 3, 10, 11
Project Site Source: USGS Napa 7.5' Quadrangle / T05N R04W Sec 10

FCS An ADEC Innovation

1,000 500 0 1,000 Feet

Record Search Map

61450001 • 03/2025 | 61450001_record_search.mxd

CITY OF NAPA
FIRST STREET NAPA PHASE II PROJECT

STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

COMMISSIONER
Vacant

ACTING EXECUTIVE SECRETARY
STEVEN QUINN

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

March 28, 2025

Dr. Dana Douglas DePietro
City of Napa

Via Email to: ddepietro@fcs-intl.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, First Street Napa Phase II Project, Napa County

To Whom It May Concern:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Mishewal-Wappo Tribe of Alexander Valley on the attached list for more information.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: melina.carlos@nahc.ca.gov

Sincerely,

Melina Carlos

Melina Carlos
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Napa County
3/28/2025

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Napa	Guidiville Rancheria of California	F	Bunny Tarin, Tribal Administrator	PO Box 339 Talmage, CA, 95481	(707) 462-3682		admin@guidiville.net	Pomo	Alameda,Contra Costa,Lake,Marin,Mendocino,Napa,Sacramento,San Joaquin,Solano,Sonoma	6/21/2023
	Guidiville Rancheria of California	F	Michael Derry, Historian	PO Box 339 Talmage, CA, 95481	(707) 391-1665			Pomo	Alameda,Contra Costa,Lake,Marin,Mendocino,Napa,Sacramento,San Joaquin,Solano,Sonoma	6/21/2023
	Mishewal-Wappo Tribe of Alexander Valley	N	Scott Gabaldon, Chairperson	2275 Silk Road Windsor, CA, 95492	(707) 494-9159		scott@g4firearms.com	Wappo	Lake,Napa,Sonoma	1/31/2024
	Mishewal-Wappo Tribe of Alexander Valley	N	Christi Gabaldon, Tribal Monitor	7095 Saint Helena Rd Santa Rosa, CA, 95404	(707) 889-1423		1tektekh@gmail.com	Wappo	Lake,Napa,Sonoma	1/31/2024
	Pinoleville Pomo Nation	F	Leona Williams, Chairperson	500 B Pinoleville Drive Ukiah, CA, 95482	(707) 463-1454	(707) 463-6601		Pomo	Lake,Mendocino,Napa,Sonoma	
	Yocha Dehe Wintun Nation	F	James Kinter, Tribal Secretary	P.O. Box 18 Brooks, CA, 95606	(530) 908-7564		jkinter@yochadehe.gov	Patwin	Colusa,Lake,Napa,Sacramento,Solano,Sutter,Yolo	11/6/2023
	Yocha Dehe Wintun Nation	F	Yvonne Perkins, THPO, Cultural Resources Chairman	P.O. Box 18 Brooks, CA, 95606	(530) 796-3400		thpo@yochadehe.gov	Patwin	Colusa,Lake,Napa,Sacramento,Solano,Sutter,Yolo	11/6/2023
	Yocha Dehe Wintun Nation	F	Anthony Roberts, Chairperson	P.O. Box 18 Brooks, CA, 95606	(530) 796-3400		thpo@yochadehe.gov	Patwin	Colusa,Lake,Napa,Sacramento,Solano,Sutter,Yolo	11/6/2023
	Yocha Dehe Wintun Nation	F	Leland Kinter, Tribal Treasurer	P.O. Box 18 Brooks, CA, 95606	(530) 908-2902		lkinter@yochadehe.gov	Patwin	Colusa,Lake,Napa,Sacramento,Solano,Sutter,Yolo	11/6/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed First Street Napa Phase II Project, Napa County.

Record: PROJ-2025-001702
Report Type: AB52 GIS
Counties: Napa
NAHC Group: All

APPENDIX F:

VMT and Trip Generation Assessment

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May 1, 2025

Mr. Jason Brandman
First Carbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

First Street Napa Phase II VMT and Trip Generation Assessment

Dear Mr. Brandman;

As requested, W-Trans has prepared a focused transportation assessment for the proposed First Street Napa Phase II project in the City of Napa. The purpose of this letter is to assess the anticipated Vehicle Miles Traveled (VMT) and vehicular trip generation characteristics of the proposed project, with the information to be used in support of an addendum to the 2012 *Downtown Napa Specific Plan EIR* that is being prepared by First Carbon Solutions.

Project Description

The proposed project is within the boundaries of the Downtown Napa Specific Plan area and is envisioned in the Specific Plan to be redeveloped. The site is generally bounded by Main Street, Coombs Street, Pearl Street, and First Street in downtown Napa. The predominant existing use on the site is a 67,356 square foot Kohl's department store that closed in March 2025; 8,612 square feet of combined smaller retail/restaurant uses are also present on the site. The First Street Napa Phase II development would include demolition of the existing buildings and reconfiguration of adjacent public and private spaces, adding up to 78 for-sale branded residential units, up to 161 hotel rooms, and up to 30,000 square feet of retail. Approximately half of the retail portion would be accessory spaces related to the project's hotel and residential uses with the remainder being standalone commercial space.

VMT Assessment

VMT Thresholds of Significance

Source of VMT Data

VMT projections for the City of Napa were obtained from the Solano Napa Activity-Based Model, or SNABM, which is the regional travel demand model jointly operated by the Napa Valley Transportation Authority (NVTA) and Solano Transportation Authority (STA). VMT data obtained from the SNABM is used to assess the potential transportation impacts associated with development projects in the City of Napa and has also been used in the preparation of environmental documents for program-level plans including the City of Napa 2040 General Plan EIR.

City-Adopted Thresholds

The City of Napa adopted the following VMT thresholds of significance for analyzing transportation impacts under CEQA in May 2021:

- Residential Projects: A proposed project exceeding a level of 15 percent below existing regional VMT per capita may indicate a significant transportation impact.
- Office Projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.
- Retail Projects: A net increase in total VMT may indicate a significant transportation impact.

Consistent with this policy, the City of Napa 2040 General Plan EIR applied a residential significance threshold equal to 14.70 VMT per capita, which is 15 percent below the Napa countywide average of 17.30 VMT per capita,

and an office/employment significance threshold equal to 22.87 VMT per employee, which is 15 percent below the Napa countywide average of 26.90 VMT per employee.

Retail Threshold and Screening

Both the City of Napa and the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, California Governor's Office of Planning and Research (OPR), 2018 (referred to herein as the *Technical Advisory*) establish the retail VMT significance threshold as a net increase in total VMT. In its recommended thresholds for retail uses, the *Technical Advisory* indicates that, unlike regional retail, local-serving retail development typically redistributes shopping trips rather than creating new trips, noting that "lead agencies generally may presume such development creates a less-than-significant transportation impact." The document continues by noting, "Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT." Most jurisdictions have used the 50,000 square foot retail size cited by OPR as the maximum amount of retail, or in some cases the maximum tenant size, that may qualify for local-serving retail screening. For the purposes of the proposed First Street Napa Phase II project, retail VMT was assessed in consideration of whether such uses would be considered local-serving, thereby qualifying for screening from quantitative VMT analysis per the guidance set forth in the *Technical Advisory*.

Applied Threshold for Hotel Uses

Thresholds for land use types other than residential, employment or retail are determined on a case-by-case basis, typically relying on guidance contained in the *Technical Advisory*, as well as consideration of how similar uses have been assessed in other jurisdictions. Neither Napa's adopted VMT significance thresholds nor the *Technical Advisory* address how hotel and lodging type uses should be assessed. Over the five years since VMT became a mandatory component of transportation CEQA analyses, the most common approach to assessing hotel VMT has been to treat the land use similar to retail, qualitatively analyzing the potential to increase total VMT at the regional level. Some jurisdictions have also chosen to quantitatively analyze the employment-based VMT components of hotels, either instead of or in addition to a qualitative assessment of effects on regional VMT. The conservative approach of examining total VMT qualitatively as well as hotel employee VMT quantitatively is consistent with that used for a similar downtown Napa hotel, as detailed in the *Transportation Impact Study for the First and Oxbow Gateway Project*, W-Trans, 2023 and has therefore been chosen for application in this analysis.

The proposed First Street Napa Phase II project includes residential ownership units that will be branded and managed by the hotel. The travel and VMT characteristics of these units would likely vary by occupant type; travel by owners and other long-term stay occupants would be similar to downtown Napa residents, while travel by short-term stay occupants would be similar to that generated by hotel guests. For the purposes of this analysis, the potential VMT characteristics associated with both occupant types were assessed.

Project VMT Assessment

Residential VMT

The proposed project site spans two traffic analysis zones (TAZ) in the SNABM model, with about one-third of the project in TAZ 82 and two-thirds in TAZ 89. Given the lack of existing residential uses in this part of downtown Napa, the model includes no residential VMT data in these TAZs. Therefore, residential VMT data was estimated by calculating the weighted average VMT per capita for the ten downtown Napa TAZs surrounding the project site; weighting was applied using the number of residents in each TAZ as contained in the SNABM model. The resulting weighted average VMT per capita was calculated to be 9.37 miles. Since the weighted average VMT per capita is less than the 14.70 VMT per capita significance threshold for residential uses, the residential component of the proposed project would be considered to have a less-than-significant VMT impact. An exhibit showing the downtown Napa TAZ boundaries along with their corresponding VMT per capita projections is enclosed. It is noted that the entire downtown Napa area including all ten TAZs used to determine the weighted average fall

below the residential VMT significance threshold, providing additional evidence that downtown Napa is a VMT-efficient area for residential uses.

Because the residential component of the project would be co-branded with the hotel with the potential for units to occasionally be used for short-term guest stays, the VMT characteristics associated with these units may at times be more like that associated with hotel guests than residents. Such hotel-type VMT attributes are addressed in the following section.

Hotel Guest VMT

Hotels and other visitor-focused uses require consideration of the project's expected customer base and where those customers would otherwise have stayed if the project were not constructed. Hotels that include a major new attraction, facilities for larger conventions, or resort amenities that in and of themselves are a primary reason for guest choices in visiting the area may potentially generate new VMT in the region. Adding new hotel rooms to an area where average hotel occupancy rates are indicative of frequent sold-out conditions, thereby allowing latent visitor demand to fill the new rooms without affecting occupancy at other properties, may also potentially lead to increased regional VMT.

For the remaining types of lodging uses, however, adding new room capacity is unlikely to draw new visitors to the area; rather, the addition of new rooms tends to simply redistribute where visitors stay. This shift in travel patterns and VMT is similar to how retail uses are recommended to be treated in the *Technical Advisory*, in which many types of retail projects may generally be presumed to have a less-than-significant VMT impact since the total amount of shopping that occurs in a given geographic area tends to remain unchanged, and in fact adding new retail uses to the urban fabric often reduces the distances (i.e., the "miles" in VMT) that people need to drive on shopping trips.

The addition of a new hotel in downtown Napa would not directly increase the total amount of lodging demand in the region. As of December 2024, the six-month moving average hotel occupancy rate in the City of Napa was 65 percent[1], and based on an article in the North Bay Business Journal, hotel occupancy rates during the August 2024 peak season were approximately 71 percent in Napa County as a whole[2]. These occupancy rates indicate that there is not an untapped demand such that adding new lodging would by itself generate new vehicular travel to the area.

The addition of new lodging may, however, shift where some guests to the Napa Valley region choose to stay. The project site is centrally located among many of the region's primary visitor attractions, and its location in downtown Napa would also be convenient to those traveling to the area on business. As such, the project could potentially reduce total regional VMT if it results in guests finding lodging opportunities closer to their primary destinations rather than having to stay in less-central locations that require longer driving distances. This potential VMT reduction effect would be further pronounced if guests currently choosing to make day trips to Napa from locations such as San Francisco, Sacramento, and San Jose instead choose to stay overnight given the convenience and appeal of the project's location. The proposed project site is also located in an area with well-developed

[1] https://www.cityofnapa.org/1172/Economic-Development-Dashboard, accessed March 24, 2025
[2] https://www.northbaybusinessjournal.com/article/industrynews/visit-napa-valley-spending-tourism/#:~:text=Hotel%20occupancy%20in%20Napa%20County,up%204.8%25%20from%20August%202023., accessed March 24, 2025

pedestrian and bicycle networks, is located within walking distance of numerous downtown Napa shops, services, and restaurants, and is one-half mile walking distance from the Soscol Gateway Transit center at which local and regional transit routes can be accessed. The project also proposes to further enhance pedestrian circulation by adding a new crosswalk on Main Street and renovating the Brown Street corridor to provide enhanced pedestrian and streetscape amenities. The existing and expanded-upon availability of non-auto travel facilities in the project vicinity and downtown would be expected to reduce the level of auto travel and VMT generated by hotel guests, particularly the short-to-mid-length trips that hotel guests often make during the day.

Given these conditions, the project can reasonably be presumed to result in a less-than-significant VMT impact associated with hotel guest travel.

Hotel Employee VMT

As shown on the enclosed map, the proposed project site spans two small downtown Napa TAZs in the SNABM model. However, the project's hotel component where employee activity would be based is contained within only the southern zone, TAZ 89. VMT data from TAZ 89 was therefore used to assess hotel employee VMT. The reported average VMT per employee in the TAZ is 16.70 miles. Since the reported VMT per employee in project's TAZ is less than the 22.87 VMT per employee significance threshold, the employment-based VMT associated with the hotel would be considered to have a less-than-significant VMT impact.

Retail VMT

The VMT associated with the proposed project's retail uses was assessed in consideration guidance set forth in the *Technical Advisory*. Because the proposed retail uses are less than 50,000 square feet, and more importantly, would be oriented toward downtown Napa visitors, employees, and lodging residents, such uses would be considered local-serving and presumed to have a less-than-significant VMT impact. It is also noted that approximately half of the project's retail/commercial space is anticipated to consist of uses that are ancillary to the hotel.

Summary of VMT Findings

A summary of the VMT assessment completed for each of the project's various components is shown in Table 1.

Table 1 – Vehicle Miles Traveled Analysis Summary

Project Component	Threshold	Proposed Project	Impact?
Branded Residential Units			
Treated as Residential	14.70 VMT per capita (15 percent below countywide average 17.30 VMT per capita)	9.37 VMT per capita	LTS
Treated as Hotel	Net Increase in Hotel Guest Regional VMT	No increase in regional VMT	LTS
Hotel			
Hotel Guest VMT	Net Increase in Hotel Guest Regional VMT	No increase in regional VMT	LTS
Hotel Employee VMT	22.87 VMT per employee (15 percent below countywide average 26.90 VMT per employee)	16.70 VMT per employee	LTS
Retail	Net Increase in Total Regional VMT	Screened - no increase in regional VMT	LTS

Note: LTS = Less than significant

Finding – The proposed project is expected to have a less-than-significant VMT impact.

Project Trip Generation

The change in the number of automobile trips that are generated by a project as compared to existing uses can provide insight into the effect a land use change will have on localized traffic congestion. The additional vehicle trips generated by a project can affect traffic congestion, which is typically measured at intersections using a Level of Service (LOS) metric. While a project's effects on congestion and LOS are not considered in CEQA, they often remain of interest to the community and decision makers. The following information on the project's net increase in vehicle trips is therefore being provided as a supplement to the VMT analysis for informational purposes.

Applied Trip Generation Rates and Land Uses

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021. Rates for the "Hotel" (ITE LU #310), "Timeshare" (ITE LU #265), and "Strip Retail Plaza <40k" (ITE LU #822) land uses were applied. Trip generation rates for the "Department Store" land use (ITE LU#875) were applied to estimate the trips previously associated with the Kohl's use that has recently closed and will be demolished. The use of "Timeshare" trip generation rates for the branded residential uses was deemed appropriate since such rates account for the typical travel characteristics of both owners and short-term users of these units; the timeshare trip rates are also conservative in that they have a slightly higher per-unit trip generation than both mid-rise residential and hotel uses.

Based on the project description, approximately half of the project's 30,000 square feet of retail/service uses would be ancillary to the hotel. The ITE land use description for hotels states, "*A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops.*" The trips associated with these functions are therefore already reflected in the hotel trip generation rates. Standard ITE rates for a small retail plaza were applied to the remaining 15,000 square feet of non-hotel related retail/service uses proposed by the project.

Internal Capture Trips

The *Trip Generation Manual* also includes data and methodologies that can be applied to determine the proportion of internal trips that may occur within a development area that includes a variety of land uses. Internal trips occur at mixed-use developments, and in the case of the First Street Phase II project would primarily consist of residents and hotel guests patronizing adjacent retail uses, as well as employees of nonresidential uses patronizing other nonresidential uses (such as hotel employees patronizing adjacent service retail and restaurant uses). These trips would be made by walking rather than driving and would therefore not affect the adjacent street network. Note that the data used to estimate internally-captured trips included only the 15,000 square feet of non-hotel related retail/service uses to avoid double-counting. Copies of the worksheets indicating the derivation of the internal capture rates are enclosed.

Total Project Trip Generation

The expected trip generation potential for the proposed project is indicated in Table 2, with deductions taken for trips made to and from the existing Kohl's department store and other retail/restaurant uses at the site as well as for internal capture. The proposed project is expected to generate an average of 2,539 trips per day, including 138 trips during the a.m. peak hour and 205 during the p.m. peak hour. After deductions for the removed Kohl's and other uses are taken into account, the project would be expected to generate 48 fewer net new trips on a daily basis, 79 more trips during the morning peak hour, and 17 more trips during the evening peak hour; these trips represent the change in traffic associated with the project as compared to that generated by Kohl's and other uses to be removed.

Table 2 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing to be Removed											
Kohl's	67.36 ksf	31.45[1]	-2,118	0.58	-39	-25	-14	1.95	-131	-66	-65
Retail/Restaurant	8.61 ksf	54.45	-469	2.36	-20	-12	-8	6.59	-57	-28	-29
Existing Total Trips			-2,587		-59	-37	-22		-188	-94	-94
Proposed											
Hotel	161 rooms	7.99	1,286	0.46	74	41	33	0.59	95	48	47
Branded Residential	78 units	8.63	673	0.40	31	19	12	0.63	49	20	29
Retail[2]	15 ksf	54.45	817	2.36	35	21	14	6.59	99	49	50
Internal Capture		*8.5%*[3]	*-237*	*1.4%*	*-2*	*-1*	*-1*	*15.6%*	*-38*	*-19*	*-19*
Project Total Trips			2,539		138	80	58		205	98	107
Net Change Trips			**-48**		**79**	**43**	**36**		**17**	**4**	**13**

Note: du = dwelling unit; ksf = 1,000 square feet; [1]daily rates for "Department Store" are unavailable so were estimated using the same p.m. peak hour to daily ratios reflected in published trip generation rates for the "Apparel Store" land use; [2]reflects half of the project's 30 ksf of retail/service uses (remainder is ancillary to the hotel and included in hotel trip generation estimate); [3]daily internal capture estimated by applying the average of a.m. and p.m. peak hour internal capture percentages

With respect to potential effects on downtown Napa traffic congestion, the project's influences are likely to be modest. The proposed project is expected to generate more traffic than existing uses during the a.m. peak hour, though downtown congestion is typically less of a concern in the mornings. During the p.m. peak hour when traffic in the area is typically most congested, the project is estimated to result in a net increase of 17 trips. The additional peak hour trips would disperse onto the downtown street grid and be expected to cause changes in intersection delay that are imperceptible to most drivers.

Trip Generation Within the Downtown Napa Specific Plan Area

The Downtown Napa Specific Plan (DNSP) and associated DNSP EIR contemplated intensification of land uses in the downtown area consisting of both new development and redevelopment of existing uses. Some development and redevelopment activity has taken place since 2012 when the DNSP was approved, with additional development projects entitled by the City of Napa but not yet built. To understand how development in the DNSP area has and is expected to track from a traffic perspective, including comparison to the land use growth increments analyzed in the DNSP EIR, the trip generation associated with the following scenarios was estimated.

- Added growth originally contemplated in the DNSP EIR
- Growth associated with built and entitled projects since adoption of the DNSP EIR
- Growth associated with built and entitled projects plus the proposed project

To present a holistic trip generation comparison for these three scenarios focusing on land use growth increments within the DNSP, estimates were developed using four broad land use types as well as consistent assumptions pertaining to the percentage of internally-captured trips. Note that for the proposed First Street Napa Phase II project this approach leads to a less-detailed trip generation than that presented above in Table 2, but allows a clearer apples-to-apples comparison when considering the differences among scenarios for the entire DNSP area.

The following land use categories and associated ITE trip generation rates from the 2021 *Trip Generation Manual* were applied.

- Residential – estimated using "Multifamily Housing (Mid-Rise) Not Close to Rail Transit" (ITE LU#221) rates
- Hotel – estimated using "Hotel" (ITE LU #310) rates
- Office – estimated using "General Office Building" (ITE LU #710) rates
- Retail – estimated using "Strip Retail Plaza <40k" (ITE LU #822) rates

The DNSP EIR applied deductions to the total trips estimated through application of standard ITE rates to account for internally-captured trips as well as trips made by transit, walking, and bicycling. The deductions ranged from 26 to 31 percent depending on time period and scenario. For the purposes of this analysis, a uniform deduction of 25 percent was conservatively applied to all scenarios.

A summary of the estimated added vehicular trips associated with each of the three DNSP land use growth scenarios is shown in Table 3. A more detailed version of the table including applied trip generation rates is enclosed.

Table 3 – Comparison of Trip Generation Within the Downtown Napa Specific Plan Area

Scenario Land Use	Units	Weekday Daily Trips	Weekday AM Peak Hour Trips	Weekday PM Peak Hour Trips
Added Growth Originally Contemplated in the DNSP EIR				
Residential	627 units	2,847	232	245
Hotel	303 rooms	2,421	139	179
Office	470.60 ksf	5,101	715	678
Retail	108.59 ksf	5,913	256	716
Subtotal		16,282	1,342	1,818
Internal and Non-Auto Trips		*-4,071*	*-336*	*-454*
Total Trips		**12,211**	**1,006**	**1,364**
Growth Since Adoption of the DNSP EIR (Built plus Entitled)				
Residential	100 units	454	37	39
Hotel	501 rooms	4,003	230	296
Office	51.63 ksf	560	78	74
Retail	11.43 ksf	622	27	75
Subtotal		5,639	372	484
Internal and Non-Auto Trips		-1,410	-93	-122
Total Trips		**4,229**	**279**	**362**
Percent of Total DNSP Traffic Growth		*35%*	*28%*	*27%*
Growth Since Adoption of the DNSP (Built plus Entitled) plus Proposed Project				
Residential	178 units	808	66	69
Hotel	662 rooms	5,289	305	391
Office	51.63 ksf	560	78	74
Retail	-34.57 ksf	-1,882	-82	-228

Table 3 – Comparison of Trip Generation Within the Downtown Napa Specific Plan Area

Scenario Land Use	Units	Weekday Daily Trips	Weekday AM Peak Hour Trips	Weekday PM Peak Hour Trips
Subtotal		4,775	367	306
Internal and Non-Auto Trips		-1,194	-92	-77
Total Trips		**3,581**	**275**	**229**
Percent of Total DNSP Traffic Growth		*29%*	*27%*	*17%*

Notes: ksf = 1,000 square feet; [1] Proposed Project adds 30,000 s.f. of new retail and demolishes 76,000 s.f. of existing retail; the net decrease of 46,000 s.f., when combined with the 11,430 s.f. of retail growth since adoption of the DNSP, results in an overall decrease of 34,570 s.f. within the DNSP

Based on the applied trip generation estimates, built and entitled projects consume approximately 35 percent of the total anticipated DNSP growth in daily trips and 27 to 28 percent of the total anticipated DNSP growth in peak hour trips. With the proposed First Street Napa Phase II project, approximately 29 percent of the anticipated DNSP growth in daily trips and 17 to 27 percent of the anticipated DNSP growth in peak hour trips is estimated to be consumed. Note that the share of trips consumed by development in the overall DNSP actually *decreases* with the proposed project as compared to conditions without the project; this is attributable to the net decrease in retail resulting from the demolition of Kohl's and other retail uses on the project site[3].

Conclusions

- The proposed project is expected to have a less-than-significant VMT impact.
- The proposed project is expected to generate an average of 2,539 trips per day, including 138 trips during the a.m. peak hour and 205 during the p.m. peak hour. Compared to conditions with Kohl's and other retail/restaurant uses to be removed, the project would be expected to generate 48 fewer trips on a daily basis, 79 more trips during the morning peak hour, and 17 more trips during the evening peak hour.
- The project's influences on downtown Napa traffic congestion as compared to conditions when Kohl's was open are likely to be modest; the relatively small incremental increases in peak hour trips are expected to disperse onto the downtown street grid, causing negligible changes to delays.
- Built and entitled projects are estimated to consume approximately 35 percent of the total growth in daily traffic associated with the land use changes envisioned by the DNSP.
- With the proposed First Street Napa Phase II project, approximately 29 percent of the total anticipated DNSP growth in daily trips is estimated to be consumed. The decrease as compared to built and entitled projects is

[3] If the more detailed estimation of net changes in trips at the First Street Napa Phase II site shown in Table 2 are used to represent project trips instead of the broad land use categories and associated trip generation rates reflected in Table 3, the percentages of DNSP trips consumed under "Built plus Entitled plus Project" scenario would be 34% of daily trips, 36% of a.m. peak hour trips, and 28% of p.m. peak hour trips.

attributable to the net decrease in retail square footage resulting from the project's demolition of Kohl's and other retail uses on the project site.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Zachary Matley, AICP
Principal

JZM/NAP173.L1

Enclosures: Weighted VMT per Capita Exhibit, Internal Capture Worksheets, DNSP Trip Generation Information

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ATTACHMENT 23

FCS
An ADEC Innovation

First Street Napa Phase II Project

Mitigation Monitoring and Reporting Program

City of Napa, Napa County, California

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June 18, 2025

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PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it adopts a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) in conjunction with a project approval. The purpose of the MMRP is to ensure that compliance with the mitigation measures occurs during project implementation.

Pursuant to CEQA Guidelines Public Resources Code Section 21000, et seq., an EIR was certified and a MMRP was adopted by the City of Napa (City) on May 1, 2012 (Downtown Napa Specific Plan Environmental Impact Report [DNSP EIR], State Clearinghouse [SCH] No. 2010042043).

The Initial Study/Addendum to the DNSP EIR (Initial Study/Addendum) prepared for the proposed First Street Napa Phase II Project (proposed Project) concluded that project implementation would be consistent with the development evaluated in the EIR and further identified relevant mitigation measures required by the EIR that are applicable to the project. This project-specific MMRP documents how and when the relevant mitigation measures adopted by the Lead Agency as part of the MMRP for the EIR, as well as certain Project-specific refinements to related aspects of implementation for mitigation measures related to cultural resources and Tribal cultural resources, will be implemented for the proposed Project and ensures that potential environmental impacts associated with the proposed Project are consistent with the impact conclusions set forth in the EIR as identified and explained more fully in the Initial Study/Addendum.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no mitigation was proposed or necessary.

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Table 1: First Street Napa Phase II Project Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
4.3 Air Quality					
MM 4.B-1: In order to be consistent with the MSM A-1 and MSM A-2 Transportation Control Measures (TCMs), the City shall require that the following measures be included as potential Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, where feasible and appropriate: • Install charging units for electric vehicles at residences and businesses. • Develop incentives for businesses to include preferential parking for electric and/or hybrid vehicles. (As required by the 2010 California Green Building Standards Code, Chapter 5, Section 5.106.5.2).	Submittal and approval of TDM Plan Incorporation of TDM strategies into project construction documents	During permit processing During permit processing	City of Napa Public Works Traffic Engineer; Economic Development, Building Official		
MM 4.B-2: The City shall ensure that the Specific Plan design guidelines and development standards incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs: For construction activities, measures may include, but not limited to, the following: • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the State Airborne Toxics Control Measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.	Incorporation into project construction documents Submittal of proof of implementation during construction	Prior to approval of demolition or grading permit During construction through to issuance of occupancy permit	City of Napa Community Development Department; Building Official; Field Inspector		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
• Use new diesel engines that are designed to minimize DPM emissions (usually through the use of catalyzed particulate filters in the exhaust) or retrofitting older engines with catalyzed particulate filters which would reduce up to 85 percent of DPM emissions. For operational activities, in order to comply with the Air Quality and Land Use Handbook: A Community Health Perspective (ARB 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into residential building design. For projects to be developed under the Specific Plan that include residential receptors within 1,000 feet of a source of TACs (stationary or CNR railroad), the appropriate measures shall include one of the following methods: 1. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with the ARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents to TACs prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required. 2. The project applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
plans. These shall be submitted to the Planning Division and the Building Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing. a. Do not locate sensitive receptors near distribution center's entry and exit points. b. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility. c. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). d. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85 percent supply filters shall be used. e. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. f. Maintain positive pressure within the building. g. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. h. Achieve a performance standard of at least four air exchanges per hour of recirculation.					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
i. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. j. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.					
MM 4.B-4: Implement Mitigation Measure 4.B-1 to ensure consistency with the BAAQMD TCMs to promote clean, fuel efficient and zero-emission vehicles.	See MM 4.B-1	See MM 4.B-1	See MM 4.B-1		
4.4 Biological Resources					
MM 4.C-1a: The City shall ensure that the project-specific and Specific Plan design guidelines and development standards incorporate the following measures to reduce or avoid impacts to fish species: • Avoid, reduce, or compensate for indirect impacts to fish species; for example, removal of riparian vegetation would require compensatory shade plantings.	Incorporation into project construction documents.	Prior to construction permits.	City of Napa Community Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
• Design creek and river crossings so as to maintain connectivity and allow for unimpeded flow of water, and if at all possible avoid building piers or footings within the channel.					
MM 4.C-1b: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the nonbreeding season (August 31 through January 31). Construction activities commencing during the nonbreeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered. If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied: no further mitigation is required. If active nests of special-status birds are found during the surveys: implement Mitigation Measure 4.C-1c.	Qualified Biologist's pe-construction survey and submittal of survey documents	No more than 14 days before start or restart of construction during the months of February to August.	City of Napa Community Development Department; Qualified Biologist		
MM 4.C-1c: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California	Consultation with California Department of Fish and Wildlife (CDFW)	Prior to construction permits	CDFW; City of Napa Community		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following: 1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; 2. Distance and amount of vegetation or other screening between the Plan area and the nest; and sensitivity of individual nesting species and behaviors of the nesting birds.	and incorporation of avoidance measures into construction documents.		Development Department		
4.5 Cultural and Tribal Cultural Resources					
MM 4.D-1: The City shall require that any future development under the Specific Plan meets the intent and goals of the City of Napa Downtown Historic Design Guidelines. This includes any project that would alter historic resources or would be constructed adjacent to a historic resource	Ensure compliance of project application with City of Napa Downtown Historic Design Guidelines	Prior to project approval	City of Napa Community Development Department		
MM 4.D-2a: When specific projects are proposed under the Specific Plan that involves ground-disturbing activity into native soils, the City's "PastFinder" archaeological database shall be consulted. Recommendations provided by the "PastFinder" database shall be implemented based on a parcel's	Submittal and approval of site-specific cultural resources study	Prior to project approval	City of Napa Community Development Department; Qualified		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
archaeological sensitivity. In those cases where a site-specific cultural resources study is necessary, it shall be performed by qualified cultural resources professional. The study will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and State requirements. If significant resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant.			cultural resources professional		
MM 4.D-2b: Should any archaeological artifacts be found during construction in the Planning Area, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the site is determined to contain significant cultural resources, funding will be provided to identify, record, report, evaluate, and recover the resources as necessary. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.	Submittal and approval of documentation that construction personnel have been trained regarding the illegality of collecting Tribal artifacts If archaeological artifacts are found, project applicant and its contractor(s) will halt all construction activities within 50 feet and notify the City. Qualified archaeologist will inspect the findings within 24 hours of the discovery. Identify record, report, evaluate, and recover the	Prior to demolition or grading permit (whichever occurs first) Ongoing during demolition, grading, and construction.	City of Napa Community Development Department; building official; building plan checker; Qualified archaeologist		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
	resources as necessary. Upon full mitigation City will give approval for recommencement of construction within the area.				
MM 4.D-4: The treatment of any human remains and associated or unassociated funerary objects discovered during soil-disturbing activities shall comply with applicable State laws. Such treatment would include immediate notification of the Napa County Coroner. In the event of the coroner's determination that the human remains are Native American, the coroner shall notify of the Native American Heritage Commission, which would appoint a Most Likely Descendant (MLD) (PRC § 5097.98). The archaeological consultant, the Event Authority, and MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines § 15064.5[d]). The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters. If the MLD and the other parties could not agree on the reburial method, the Event Authority shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."	Upon discovery of human remains and associated or unassociated funerary objects, the project applicant will immediately notify Napa County Coroner and City of Napa project planner. After such notification, the archaeological consultant, project applicant, Native Heritage Commission, and Most Likely Descendant (MID) will develop an agreement in accordance with the specifications of this measure and state law. If the MLD and the other parties could not, applicant will reinter the human remains in accordance with the specifications of	Ongoing during grading and construction In the event of an accidental discovery or recognition of any human remains during ground-	City of Napa Community Development Department; field inspector		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
	this measure and state law. The project applicant will incorporate the specifications of this measure into project specifications and grading and construction plans.	disturbing activities Prior to ground-disturbing activities			
Project-Specific IM CUL-1: Archaeological Monitoring. A qualified Archaeological Monitor reporting to the qualified Project Archaeologist shall be present during all initial Project-related ground disturbance, which includes but is not limited to, clearing, grubbing, trenching, and grading to check for the inadvertent discovery of archaeological resources or human remains.	Qualified Archaeologist's on-site monitoring	During initial ground disturbance	Qualified Archaeologist; City of Napa Community Development Department		
4.7 Geology and Soils					
MM 4.D-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional Paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified Paleontologist, who will evaluate its significance. Training on	Submittal and approval of project sponsor's documentation of trainings of forepersons, field supervisors and all construction workers. Submittal and approval of paleontologist's excavation and salvage plan	Prior to demolition or grading permit (whichever occurs first) Prior to the start of any subsurface excavations	City of Napa Community Development Department; building official		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
paleontological resources will also be provided to all other construction workers but may involve using a videotape of the initial training and/or written materials rather than in-person training by a Paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the Paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.					
4.8 Greenhouse Gas Emissions					
MM 4.B-5: The City shall ensure that applicant(s) for individual projects to be developed under the Specific Plan would incorporate Green Building and Development Measures as listed in Appendix C (AIR-2). Each increment of new development under the Specific Plan requiring a discretionary approval from the City (e.g., proposed tentative subdivision map, conditional use permit), would demonstrate that GHG emissions from operation would be reduced by 30 percent from business-as-usual 2020 emissions levels, in order to achieve 1990 levels by 2020.	Incorporate Green Building and Development Measures into project design and demonstrate GHG emissions from operations would adhere to reduction goals set by the City.	During permit processing	City of Napa Community Development Department; building plan checker		
MM 4.B-6: Implement Mitigation Measure 4.B-5 to reduce GHGs.	See MM 4.B-5	See MM 4.B-5	See MM 4.B-5		
4.13 Noise					
MM 4.I-1a: Construction contractors for subsequent development projects within the Planning Area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations.	Review and approve project specifications and grading and construction plans for inclusion of specifications in this measure.	Prior to issuance of building and grading permit(s).	City of Napa Community Development Department; building official; field inspector		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Additional techniques shall include, but not be limited to the following noise control elements: • Nonresidential construction project activities (Monday through Friday) shall be limited to the hours of 7:00 a.m. to 7:00 p.m. with no startup of machines or equipment prior to 8 a.m. No delivery of materials nor equipment shall occur prior to 7:30 a.m. or after 5:00 p.m. No cleaning of machines or equipment shall occur after 6:00 p.m. No servicing of equipment shall occur past 6:45 p.m. Construction of weekends and holidays shall be limited to the hours of 8:00 a.m. to 4:00 p.m., unless a permit allows otherwise. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • All construction equipment shall not be placed adjacent to developed areas unless said equipment is provided with acoustical shielding. • Signs shall be posted at all construction site entrances to the property upon commencement of project construction, for the purposes of informing all contractors and subcontractors, their employees, agents, materialmen, and all other persons at the	Inspect site during construction to ensure compliance with project specifications and grading and construction plans.	Field inspections during construction.			

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construction site, of the basic requirements of Mitigation Measures 4.1-a through 4.1-c					
MM 4.I-1b: Should pile driving be necessary for a proposed project, the project sponsor would require that the construction contractor limit pile driving activity to the least disturbing hours of the day. To further mitigate pile driving and/or other extreme noise-generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. No extreme noise-generating activities shall be allowed on weekends and holidays. Techniques included may include but not be limited to the following: • Erect temporary plywood noise barriers around the construction site, • Implement "quiet" pile driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; • Use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and • Monitor the effectiveness of noise attenuation measures by taking noise measurements.	Review and approve project specifications and grading and construction plans for inclusion of specifications in this measure. Inspect site during construction to ensure compliance with project specifications and grading and construction plans.	Prior to issuance of building and grading permit(s). Field inspections during construction.	City of Napa Community Development Department; building official; field inspector		
MM 4.I-1c: The City shall condition approval of projects in the Planning Area near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would	Review all noise complaints received; assess whether noise complaints are justified;	At approval of project specifications, grading permits and building permits	Community Development Department; code enforcement officer.		

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have the ability to require changes in the construction practices to address the noise complaints.	alert Project Sponsor of revised construction practices. Project applicant will post the City's noise complaint procedure in publicly accessible locations at each construction site. Inspect site during construction to ensure compliance with revised construction practices	 Ongoing during demolition, grading, construction Ongoing during demolition, grading, construction			