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**MEMORANDUM**

DATE April 23, 2009  
TO Hillary Gitelman, Nancy Johnson, Silva Darbinian  
Napa County  
FROM DC&E  
RE **Applicability of Mitigation Measures to Revised Project**

DC&E, in cooperation with Fehr & Peers, has evaluated whether the mitigation measures provided in Chapter 2 of the Final Environmental Impact Report (EIR) would still apply to the revised project as described in Chapter 1 of the Final EIR. This memorandum summarizes our findings.

Agriculture

There are no mitigation measures in the Draft EIR.

Land Use

The mitigation measures for land use impacts would all apply to the revised project. These mitigation measures address impacts related to compatibility with adjacent industrial uses and the existing Union Pacific Railroad tracks on the Napa Pipe sites. Land use compatibility impacts could still occur with the reduced number of units on the Napa Pipe sites.

Population and Housing

There are no mitigation measures in the Draft EIR.

Transportation

Fehr & Peers analyzed the effect of revising the Napa County Housing Element to consist of 304 residential units at the Napa Pipe sites. The previous analysis was based on 850 units. The reduction in development reduces impacts to the Imola Avenue/Soscol Avenue intersection to a less-than-significant level, making Mitigation Measure TRAF-4 unnecessary.

All other significant impacts identified in the Draft EIR remained significant, and the associated mitigation measures would still apply to the revised project.

Impacts TRAF-5, TRAF-7, TRAF-10, TRAF-11, TRAF-12, and TRAF-14 are all based on a cumulative condition, which would not change under the revised project, since full buildout of the Napa Pipe site would still be anticipated. Therefore, the mitigation measures associated with these impacts would all still apply.

Impact TRAF-13 is found because the remote locations of the housing sites would conflict with adopted programs to support alternative transportation. This condition would still be found with the revised project, so the associated mitigation measure would apply.

The significant impacts identified in the Draft EIR for the Year 2015 Plus Project scenario and the reduced development at the Napa Pipe site are discussed below. Changes to previously identified mitigation measures under the revised project size are noted. Table 1, attached to the end of this memo, presents the delay and LOS of the 15 study intersections under the Existing, Year 2015 No Project, and Year 2015 Plus Project conditions scenarios for the original and revised project sizes.

***Impact TRAF-1:*** Project-related traffic for the revised project would still increase the V/C ratio by more than 5 percent at the unsignalized intersection of Deer Park Road/Silverado Trail (Intersection 3) during the AM peak hour. Unsignalized intersection operations would continue to degrade from an acceptable LOS C to an unacceptable LOS E during the PM peak traffic hour due to project-related traffic. Therefore, the impact at this intersection would remain significant. The same mitigation identified in the Draft EIR would still be required to reduce the impacts from project-related traffic to a less-than-significant level.

***Impact TRAF-2:*** Project-related traffic for the revised project would still increase the V/C ratio by more than 5 percent at the unsignalized intersection of St. Helena Highway (State Route 29)/Rutherford Road (State Route 128) (Intersection 4) during both the AM and PM peak hours. Therefore, the impact at this intersection would remain significant. The same mitigations identified in the Draft EIR would still be required to reduce the impacts at this intersection to a less-than-significant level.

***Impact TRAF-3:*** Operations at the unsignalized intersection of Trancas Street/Monticello Road (State Route 121)/Silverado Trail (State Route 121) (Intersection 8) would still degrade from an acceptable LOS D during the AM peak traffic hour and LOS C during the PM peak traffic hour to an unacceptable LOS F during both the AM and PM peak traffic hours with the revised project size. Project-related traffic would continue to increase the V/C ratio by more than 5 percent at this intersection. Therefore, the impact at this intersection would remain significant. The same mitigations identified in the Draft EIR would still be required to reduce the impacts at this intersection to a less-than-significant level.

***Impact TRAF-4:*** Project-related traffic for the revised project would no longer increase the V/C ratio by more than 5 percent at the signalized intersection of Imola Avenue (State Route 121)/Soscol Avenue (State Route 121/221) (Intersection 12) during the AM or PM peak hours. Although the intersection would still operate at LOS F due to the existing deficiencies and other expected growth, the project's contribution would be less than significant and the mitigation measures identified in the Draft EIR would no longer be required.

***Impact TRAF-6:*** Operations at the signalized intersection of Cameros Highway (SR 121)/Sonoma Highway (SR 12)/SR 29 (Intersection 13) would still degrade from LOS D to LOS F during both the AM and PM peak hours with the revised project size. Project-related traffic would continue to increase the V/C ratio by more than 5 percent. Therefore, the impact at this intersection would remain significant. The same mitigations identified in the Draft EIR would still be required to reduce the impacts at this intersection to a less-than-significant level.

***Impact TRAF-8:*** Project-related traffic for the revised project would still increase the V/C ratio by more than 5 percent at the signalized intersection of Sonoma Highway (State Route 12)/State Route 29/Napa Vallejo Highway (State Route 221) (Intersection 14) during both the AM and PM peak hours. Therefore, the impact at this intersection would remain significant. The same mitigations identified in the Draft EIR would still be required to reduce the impacts at this intersection to a less-than-significant level.

***Impact TRAF-9:*** Operations at the signalized intersection of Jameson Canyon Road (SR 12)/Broadway Street (SR29) (Intersection 15) would still degrade from an acceptable LOS D to LOS F in the PM peak hour with the revised project size. Therefore, the impact at this intersection would remain significant. The same mitigations identified in the Draft EIR would still be required to reduce the impacts at this intersection to a less-than-significant level.

#### Biological Resources

The mitigation measures for biological resource impacts would all apply to the revised project. These mitigation measures address impacts related to biological resources on the proposed housing sites. Potential biological resource impacts could still occur with the reduced number of units on the Napa Pipe sites, as well as with the minor changes to other housing sites.

#### Fisheries

Mitigation Measure FIS-1 is the only mitigation measure addressing fisheries impacts. This mitigation measure addresses potential impacts on riparian habitat on the Angwin, Moskowitz Corner, and Spanish Flat sites. The minor changes to the number of units on the Moskowitz Corner and Spanish Flat sites would not avoid the impact, and the mitigation measure still applies to the revised project.

#### Noise

The mitigation measures for noise impacts would all apply to the revised project. Mitigation Measure NOISE-1 addresses impacts related to the placement of residences where noise levels could exceed the Napa County Noise Ordinance limits on the Angwin, Moskowitz Corner and Napa Pipe sites; Mitigation Measure NOISE-2 addresses groundborne vibration impacts on the Napa Pipe sites; and Mitigation Measure NOISE-3 addresses aircraft noise impacts on Angwin Site B. These potential noise impacts could still occur with the reduced number of units on the Napa Pipe sites, as well as with the minor changes to the other housing sites.

#### Air Quality

There are no mitigation measures in the Draft EIR.

#### Human Health and Risk of Upset

The mitigation measures for human health and risk of upset impacts would all apply to the revised project. These mitigation measures address impacts related to hazardous materials and fire hazards on the proposed housing sites. Potential human health and risk of upset impacts could still occur with the reduced number of units on the Napa Pipe sites, as well as with the minor changes to the other housing sites.

#### Geology, Soils and Mineral Resources

Mitigation Measure GEO-1 is the only mitigation measure addressing geology, soils and mineral resource impacts. This mitigation measure addresses potential impacts related to seismic ground shaking and geologic risks on all of the housing sites. The reduction in the number of units on the Napa Pipe sites, as well as the minor changes to the number of units on the Moskowitz Corner and Spanish Flat sites, would not avoid the impact, and the mitigation measure still applies to the revised project.

#### Hydrology and Water Quality

The mitigation measures for hydrology and water quality impacts would all apply to the revised project. Mitigation Measure HYDRO-1 addresses potential groundwater impacts to the Milliken-Sarco-Tuluca basin from development under the housing programs. Although the revised project no longer includes the re-designation of the Monticello Road Rural Residential area, other housing programs could contribute to this impact, so the mitigation measure would still apply. Mitigation Measure HYDRO-2 addresses groundwater impacts related to development on the Angwin sites, which are not changed by the revised project description. Mitigation Measure HYDRO-3 addresses groundwater impacts related to development on the Moskowitz Corner sites. The minor change to the number of units allowed on these sites would not change the finding, and the mitigation measure would still apply.

#### Cultural and Paleontological Resources

The mitigation measures for cultural and paleontological resource impacts would all apply to the revised project. These mitigation measures address impacts related to cultural and paleontological resources resulting from development on the proposed housing sites and

under the proposed housing programs. Potential cultural and paleontological resource impacts could still occur with the reduced number of units on the Napa Pipe sites, as well as with the minor changes to the other housing sites and the housing programs.

Public Services and Utilities

Mitigation Measure PUB-1 addresses an impact related to the need for new or expanded fire protection and emergency medical response services for the Napa Pipe site. The Napa County Fire Marshall has indicated that, although the number of units on this site would be reduced by the revised project description, long response times would still necessitate new or expanded facilities, and the mitigation measure would still apply. Mitigation Measure PUB-2 addresses potential law enforcement facility impacts related to development on the Angwin sites, which are not changed by the revised project description. Mitigation Measure PUB-3 addresses a cumulative impact related to the need for a new sheriff station to serve development on the Napa Pipe site. The revised project description does not change the cumulative condition for the Napa Pipe site; since the project would still contribute to the need for a new station under the cumulative condition, the mitigation measure would still apply. Mitigation Measure PUB-4 addresses wastewater impacts related to development on the Angwin, Moskowitz Corner and Spanish Flat sites. The minor changes to the number of units allowed on the Moskowitz Corner and Spanish Flat sites would not change the finding, and the mitigation measure would still apply.

Visual Resources, Light and Glare

Mitigation Measure VIS-2 is the only mitigation measure addressing visual resources, light and glare impacts. This mitigation measure addresses potential visual impacts related to development on the Napa Pipe sites. The reduction in the number of units on the Napa Pipe sites would not avoid the impact, and the mitigation measure still applies to the revised project.

