

Planning Commission Mtg.

OCT 29 2014

Agenda Item #

4A



REMY | MOOSE | MANLEY
LLP

Whitman F. Manley
wmanley@rmmenvirolaw.com

October 28, 2014

Via Electronic Mail

Napa County Planning Commission
c/o John McDowell, Deputy Planning Director
1195 Third Street, Suite 210
Napa, CA 94559
John.McDowell@countyofnapa.org

Re: Napa Pipe Project

Dear Commissioners,

We represent Napa Redevelopment Partners, the Developer of the Napa Pipe Project ("Project"). We submit this letter on NRP's behalf.

We have reviewed the County's responses to comments from the City of Napa. (Planning Commission Agenda Item 9A, Supporting Document E.) We would like to thank the County for its thorough responses to these comments.

We identified one response that we would like to clarify. Supporting Document E, page 18 contains the following comment and response to comment:

Comment 10: Kaiser Road/ Enterprise Way - The Developer is responsible for 100% of mitigation cost for improvements to this intersection. The Developer shall restripe the southbound approach to provide dedicated left- and right-turn lanes and include a peak hour left-turn restriction on the southbound approach, forcing motorists to turn right from Enterprise Way onto westbound Kaiser Road and travel 180-degrees around the proposed roundabout at Kaiser Road/Napa Valley Corporate Drive in lieu of the left-turn egress from Enterprise Way.

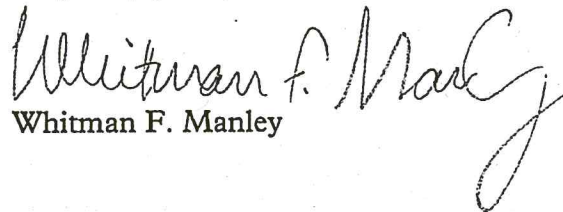
Response: This comment is consistent with Exhibit C - NPIIP. Note that consistent with the Supplement to the DEIR, the roundabout at Kaiser Road/Napa Valley Corporate Drive is no longer proposed. As analyzed in the Supplement to the DEIR from 2011, the site plan and the Kaiser Road reconfiguration were revised such that the Napa Valley Corporate Drive and Kaiser roundabout and other Kaiser Road improvements east of the Project site were removed from the site plan. The only roundabout proposed under the Project is at Kaiser Road and Industrial Way. The

elimination of the roundabout, however, does not change the effectiveness of peak hour left-turn restriction on Enterprise Way. No additional change or clarification to Exhibit C - NPIIP is necessary.

As noted, the comment states the Developer is 100% responsible for the mitigation cost of the improvements to the intersection of Kaiser Road and Enterprise Way. This statement is incorrect. As noted in the Napa Pipe Intersection Improvement Plan ("NPIIP"), the impact at this intersection occurs only under cumulative conditions. As such, the Project is not solely responsible for the reduction in LOS at this intersection, and it would be inappropriate to require the Project to contribute 100%. Rather, a fair share cost is attributable to the Project. According to the NPIIP is the Project's "fair share" for this improvement is 66.4%. (See Planning Commission Agenda Item 9A, Supporting Document J, p. 6, Table 3.) Moreover, because the cumulative analysis is calculated based in part on growth forecasts, the reduction in LOS will not occur at opening day; thus, any improvements at this intersection would not be necessary as opening day mitigation. We recommend ensuring that the Developer's traffic mitigation responsibilities be consistent with the NPIIP.

Thank you for the opportunity to provide these comments.

Very truly yours,


Whitman F. Manley

Please do not hesitate to contact our office should you have any trouble viewing the attachment.

Regards,

Bonnie Thorne
Legal Assistant



REMY | MOOSE | MANLEY LLP

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October 29, 2014

County of Napa Planning Commission
1195 Third Street
Napa, CA 94559

RE: Agenda Item #9A: Napa Pipe

Thank you for considering a few additional comments and questions not included in my letter of Oct 27th. I had hoped we would be moving forward. So I'm more than a bit dismayed to see some late additions to the Development Agreement presented to you today.

Groundwater:

In addition to my comments about the inclusion of groundwater in the CEQA findings, I raise similar questions and concerns about the inclusion of groundwater on bottom of page 3 in the revised Development Agreement. In fact the sentence in blue is almost identical to the one removed by the BOS during their General Plan amendment approval.

Raising RR Tracks as Alternative to Floodgates:

Page 26, section 15.6 of the revised Development Agreement considers an alternative to using floodgates to protect the at-grade railroad tracks. This is the 1st time in 7 years that this alternative is being considered. I don't believe it is a simple solution without unanticipated impacts on other parts of the project or surrounding properties.

And if you're willing to entertain options, why not move the railroad tracks to the West, leave at grade, and move all the housing to the East of the tracks. Parks P5 and P7 would be an excellent buffer and with an appropriate berm/levee could provide flood protection. Removing the tracks that now bisect the housing portions would also improve fire, police, and emergency response times.

But any or all major changes to the project at this late date should not even be considered without appropriate technical and/or professional analysis.

Kaiser Road Roundabout:

In reviewing the documents after I sent my previous letter I realized that there are comments about multiple roundabouts on Kaiser Road. The one at the intersection with Corporate Drive was removed. The roundabout at intersection with Basalt (or maybe it's called Syar Road at North East corner of project) is still planned.

If this is correct than my question is why isn't it listed in the Napa Pipe Intersection Improvement Plan prepared by Fehr & Peers?

Staff Response to Comments:

One of my comments related to the potential for flooding of park P6. Staff responded that "these areas do not include buildings." Please look at page 83 of the NP Development Plan (I have attached a copy for you) and you will clearly see that P6 is described with an outdoor pavilion & café, outdoor kitchen, community tables and wooden benches. All of these amenities could be damaged by water intrusion. If you remember my concern is that the homeowners will continue to pay for maintenance and rebuilding costs because the sea wall is inside not outside the park. And I don't believe this is appropriate.

Sea Wall & Flood Protection:

I do not present myself as an expert in flood protection. So I re-read the Napa Pipe Site Redevelopment Project Flood Hazard Analysis, dated May 28, 2009, prepared by Philip Williams & Associates to better understand their analysis and recommendations.

Page 6, "The present conditions along the river's edge at the project site are, from north to south, riprap along Asylum Harbor and a small portion of the Napa River, a concrete sea wall, four drydocks with steel gates, and a berm. These features presently limit the passage of floodwaters across the site in all but the largest flood events (e.g. a 100-year peak flow)." Page 17 lists the recommendations such as raising the site, and streets, to a typical elevation of 12', finished floors would typically be constructed about 3 feet above the curb.

There is recognition that the whole site will be raised except an area around the existing dry docks, a future park located in the floodway, the existing riverbank, and existing and new wetlands. But there is no mention in the 30 page report of the impact of opening the concrete sea wall mentioned in the present conditions.

So I want to come back to the definition of a sea wall "A wall or embankment erected to prevent the sea (or river) from encroaching on or eroding an area of land." Please refer to attached pages with photos as well as page 70 of the NP Development Plan.

I would definitely appreciate clarification or identification of plans to construct a barrier to potential water intrusion at the 2 open dry docks. As of today I cannot find anything to confirm or deny this. I refer you to page 91 of the NP Development Plan (attached). You can see the proximity of the open dry docks to one of the major access roads. I can see there are stairs and a slope transitioning to the north. But I'm not sure how this area transitions from the original land elevation to the raised roadbed to its east.

Thanks and regards,

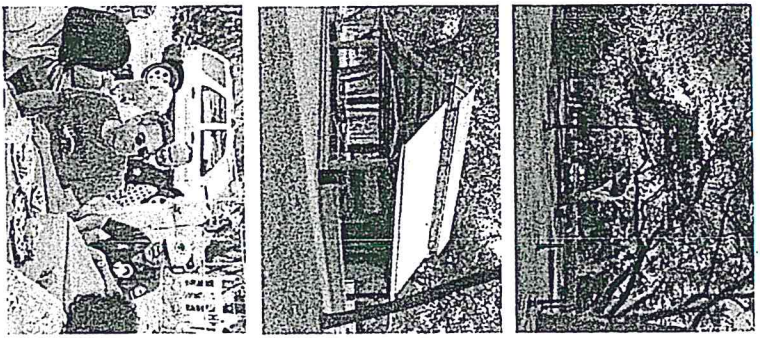
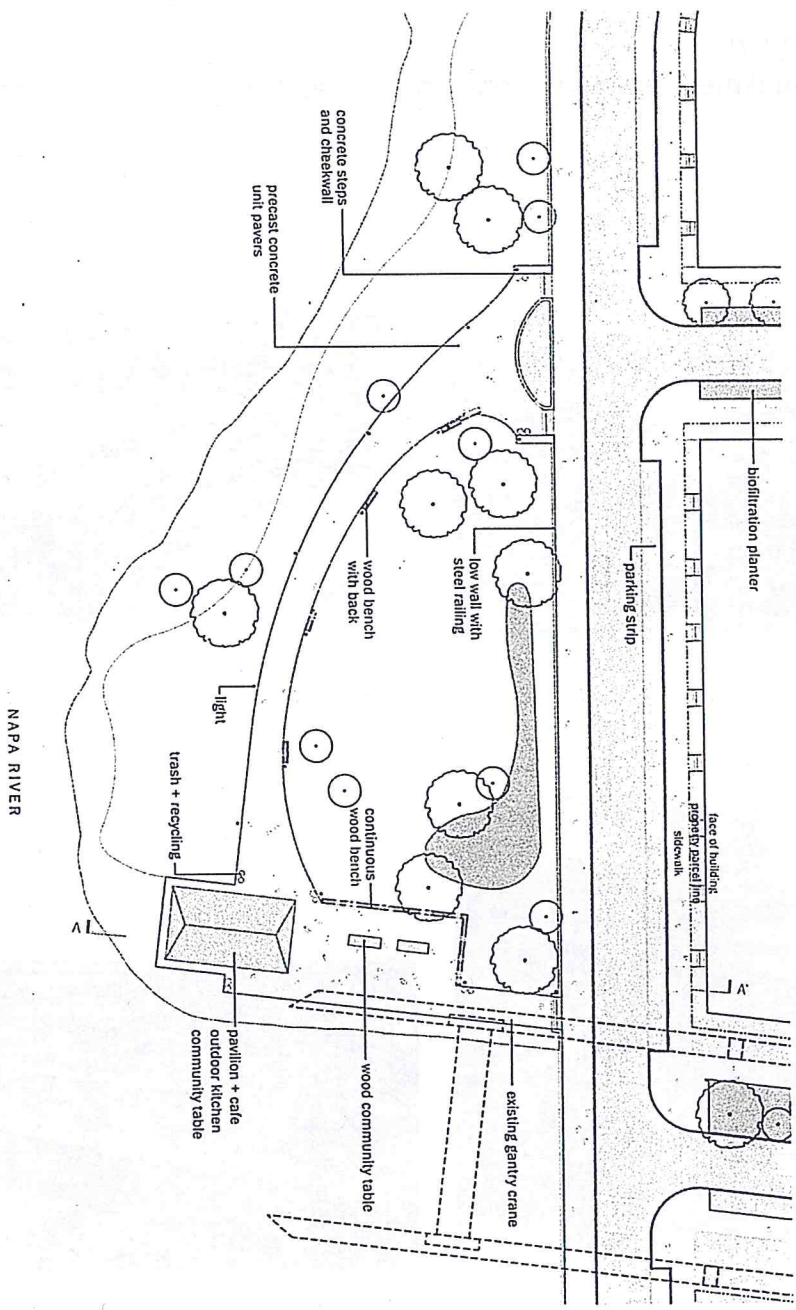
Eve

Eve Kahn, Chair
Get a Grip on Growth
PO Box 805
Napa, CA 94559

VI. OPEN SPACE & PUBLIC BENEFITS

VI.3 SCHEMATIC DESIGNS OF PRINCIPAL OPEN SPACES

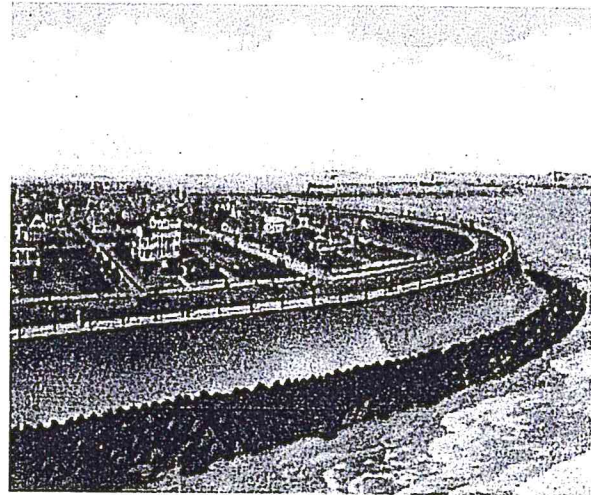
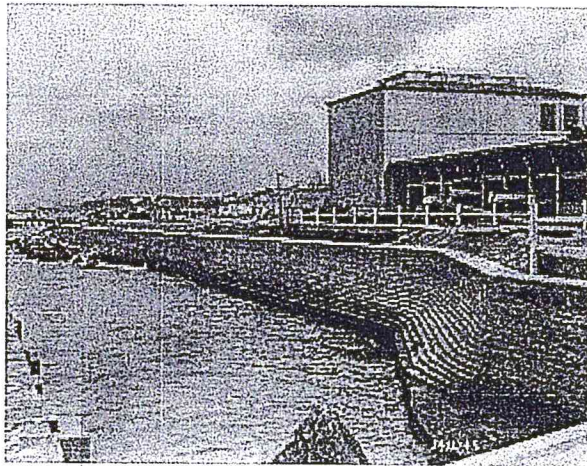
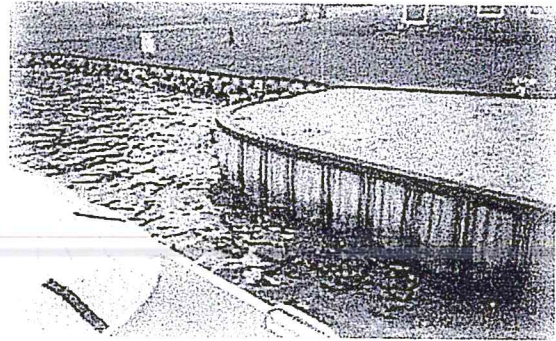
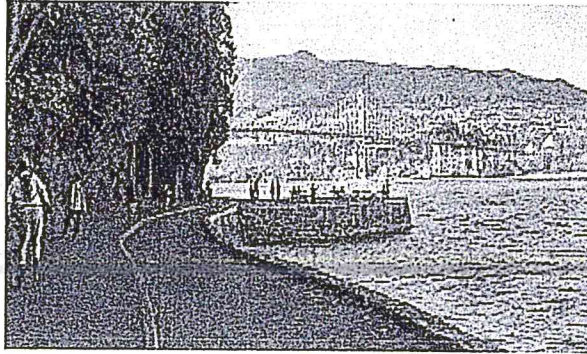
Figure VI.3.1 - Pg: COMMUNITY PARK



- Turf / Lawn
- Groundcovers + Shrubs
- Biofiltration Planting
- Riparian Planting
- Water

sea wall *noun*

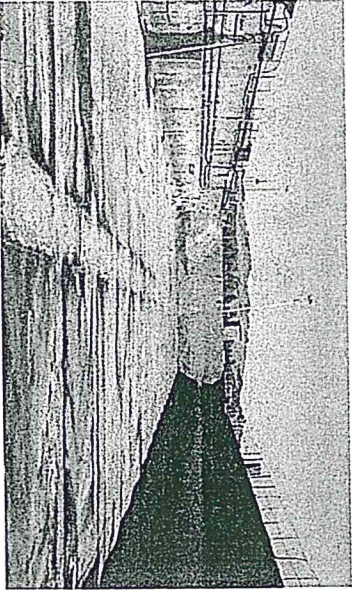
A wall or embankment erected to prevent the sea from encroaching on or eroding an area of land.



VI. OPEN SPACE & PUBLIC BENEFITS

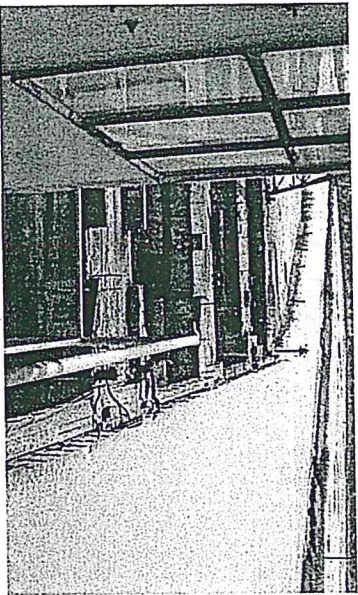
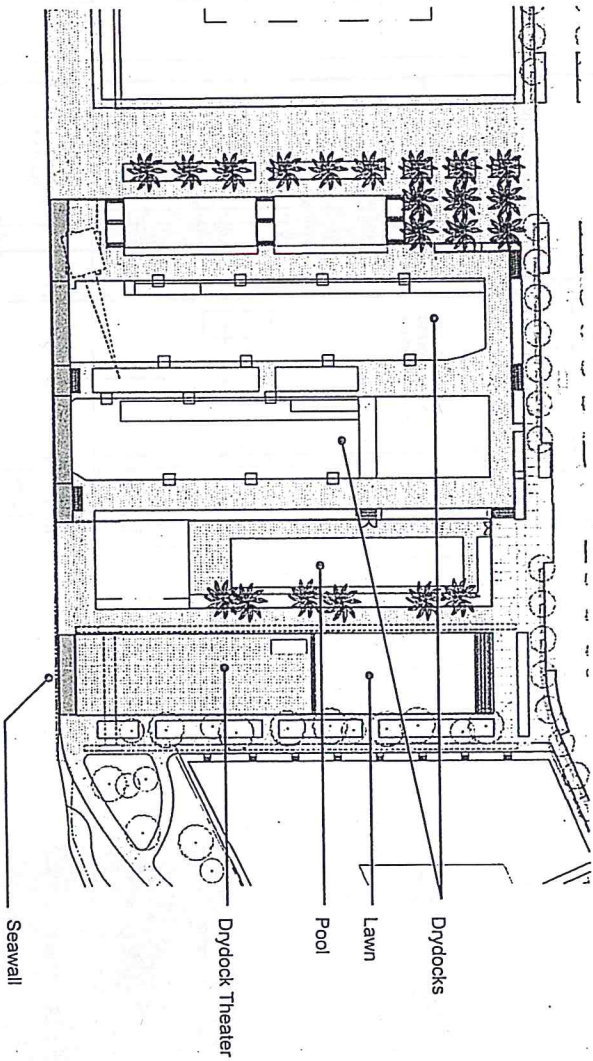
VI.2 PRESERVATION & INTERPRETATION OF HISTORIC RESOURCES

Figure VI.2.1 - DRYDOCKS



Drydocks

Of the four original drydocks, two will be flooded to provide boat access to the river, one will be filled and raised to accommodate a community pool and restaurant, and one will become a sunken outdoor theatre for performances and films, the perimeter walls of this one will be raised by approximately 5'. The large doors for the two flooded drydocks will be permanently fixed in an open position, all walls will be cleaned and parged to a smooth finish. To insure access down to the water, floating docks and associated ramps will be installed. The large doors of the drydock theatre will be permanently closed to prevent water from infiltrating the space, provisions for industrial scaled sump-pits will be provided in the event of water seeping into the space. The floor of the drydock will be resurfaced and a sloping great lawn will be installed. A minimum of two accessible routes will be provided. At the perimeter of all drydocks where there is a vertical drop of more than 30 inches, a decorative guardrail will be provided.

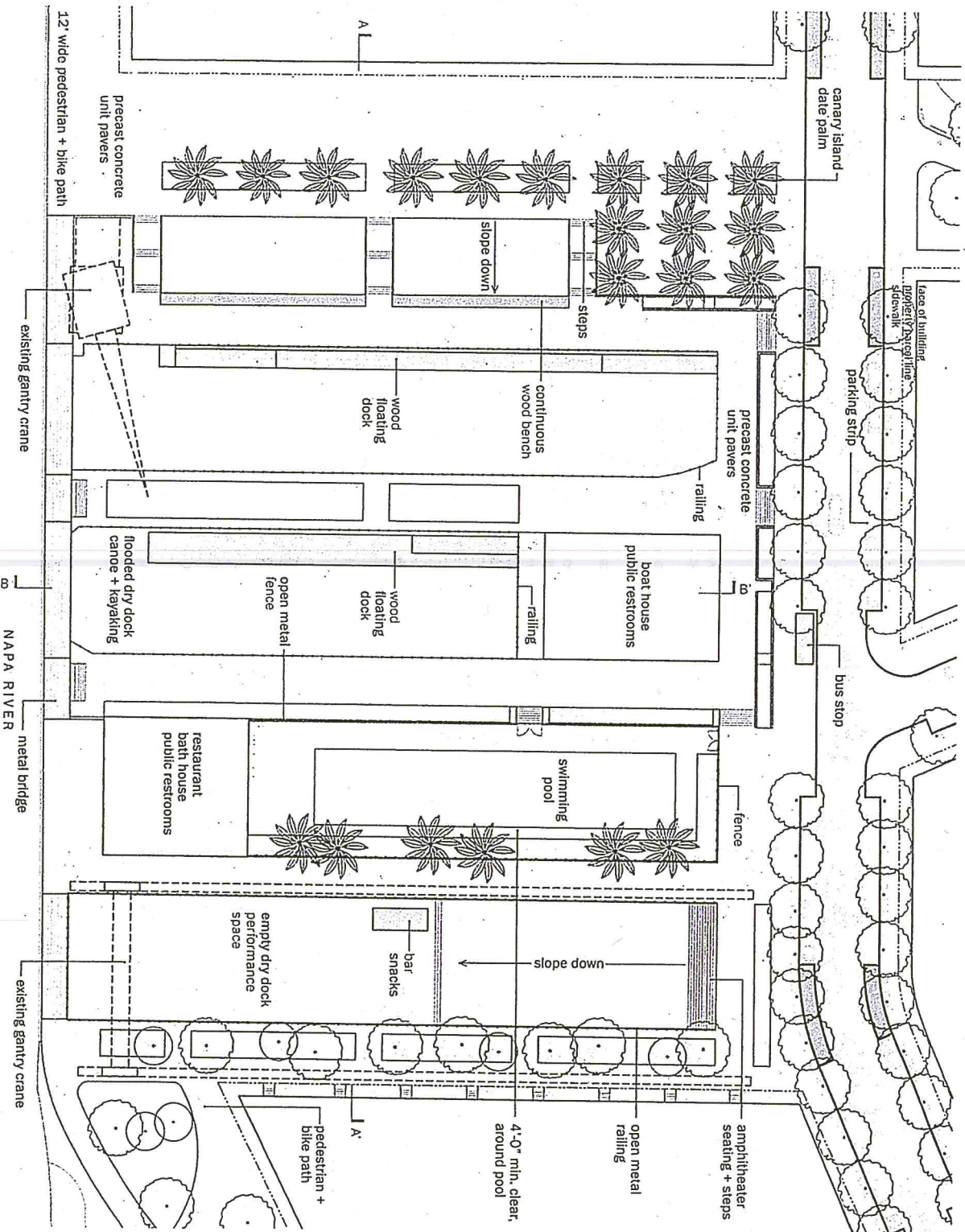


Seawall

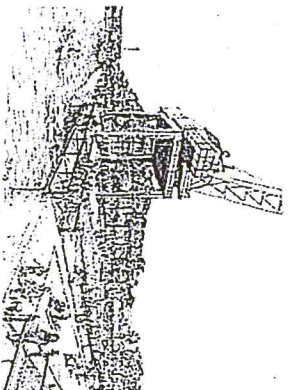
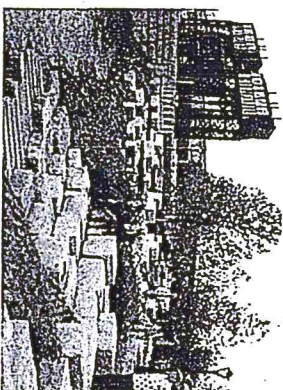
The existing concrete seawall will be restored and a guardrail will be mounted adjacent to the seawall for fall protection along its entire length.

VI.3 SCHEMATIC DESIGNS OF PRINCIPAL OPEN SPACES

Figure VI.3.1 - BLOCK 14: DRY DOCK PLAZA



The open spaces shown on this plan provide a combination of semi-public and fully public amenities. The swimming pool and boat house are semi-public and its envisioned that access would be allowed for members who have purchased a fixed-term pass or for individuals who have purchased a per-day use pass. These amenities are designed to first serve the residents of the immediate neighborhood and secondarily to serve County and City residents who do not live in the neighborhood. The boat docks provide public access to the water and a portion of docks will be reserved for the boat house operator and boat house members. Visitors will be able to rent small non-motorized and explore the Napa River and its estuaries. Fully public amenities include restrooms, restaurant/bar and an amphitheater. Special events taking place in the amphitheater may require an entrance fee; this will be determined by the organizing party and/or neighborhood management. The special events may include outdoor movies, small musical concerts, theatre productions, and other cultural events.



-  Turf / Lawn
-  Groundcovers + Shrubs
-  Riparian Planting
-  Water





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October 27, 2014

County of Napa Planning Commission
1195 Third Street
Napa, CA 94559

RE: Oct 29th Agenda Item #9A: Napa Pipe

Dear Commissioners:

I want to compliment staff for their prompt responses to comments from the Oct 15th meeting and for the additional documents before you this week.

I know you will not be surprised that I have a few questions and comments on the new information.

CEQA Findings: On both pages 1 and 4 there is reference to "Groundwater and/or City of Napa water or water from an alternative source for potable water."

Both you and the Board have made it very clear that the use of groundwater is off the table for this project. Other Napa Pipe documents, such as the Development Agreement require "evidence that groundwater will not be used" (refer to wording at bottom of page 5 of Development Agreement Summary). **So why does groundwater appear in the CEQA Findings?**

Exhibit B: Napa Pipe Affordable Housing Plan:

Definitions on page 4/5: The definitions of Low, Very Low, and Moderate Income Households in this document refer to the HCD section 8 parameters which can be inconsistent with HUD guidelines used in the Housing Element. For example, HCD Low income households are defined as not exceeding 60% of area median income but HUD defines these to be 80% of area median income. And Moderate Income Households are usually defined as 80-120% of area median.

Page 1, section 1.4 Affordable or Affordable Housing Cost section is confusing as it blends Section 8 rental parameters with for-sale units. Suggest you separate these into a different section or a separate paragraph in this section.

FYI, annual housing payments of for-sale units usually are calculated on PITI (principle, interest, tax and insurance) + HOA dues and/or assessments. The ratio in your calculation is a bit stricter than today's standards as Conventional and FHA loans can be approved in the 40-50% of income range based upon buyer's credit scores.

Kaiser Road Roundabout: There are inconsistencies in the responses to comments from the City of Napa. I can't tell if the roundabout is in or out of the plan. If it's out, then the diagrams should be modified to reflect the actual proposal before this goes to the BOS for review and approval.

On page 1 in paragraph titled Kaiser Road Improvements, staff response is "Napa Valley Corporate Drive and Kaiser roundabout and other Kaiser Road improvements east of the Project site were removed from the site plan."

On page 18, response to comment 10, "Note that consistent with the Supplement to the DEIR, the roundabout at Kaiser Road/Napa Valley Corporate Drive is no longer proposed."

On page 25, at end of both comment 26 and 27 "The revised site plan includes the proposed roundabout...". "A condition of approval will be added to reflect this comment as applied to the Kaiser Road roundabout."

Thanks and regards,

Eve

Eve Kahn, Chair
Get a Grip on Growth
PO Box 805
Napa, CA 94559

To Members of the County Planning Commission,

October 29, 2014

This agenda, especially the proposed Development Agreement, makes clear the difficulties when there are late changes being made in both the *details* of the actual project and the *process* involving the consultations with City.

Both the detailed plans, and the contractual arrangements with the City contain recent changes that have not been seen by the public, nor have *you* been given much time for review. There is a real need for both you and the public to take time to study them.

The public is not very good at continued studying of “moving targets,” and it would be helpful if some date could be set as “final.” You are trying to come to some recommendations with limited time, and late changes make that hard.

For those reasons, your actions may need to be more *advisory* to the Board of Supervisors than is normal. You have been a strong Commission, and the Boardmembers greatly respect your views. But this time you may have to make recommendations that are not final, because there may be items left for the Planning Director and the Board to resolve.

Here are a couple of examples, just for clarity about late changes:

There is still no solid “seawall” or levee that truly protects all of the planned areas from flooding, filled in to 12 feet as required; it varies from illustration to illustration.

The crossings of the railroad tracks are not clearly protected from Flooding.

Uses are planned for lands that the developer does not own or control.

There is a new paragraph that casts doubt on the ability of the City to have meaningful input.

I am sure that these can be worked out, but as of now, this development is not safe for residents, and the role of “who pays for what” threatens successful marketing in the future.

Thank you, each one, for your hard work.

Ginny Simms,

ggbginny@aol.com



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October 28, 2014

Mr. Sean Trippi
Napa County Department of Conservation, Development & Planning
1195 Third Street, Suite 210
Napa, CA 94559

Subject: Napa Pipe Development Plan

Dear Mr. Trippi:

The San Francisco Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the shoreline trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, 338 miles of the Bay Trail alignment has been developed. Napa County is host to 30 miles of Bay Trail, 19 of which are complete.

The Napa Pipe Development Plan proposes to close a significant gap in the Bay Trail in Napa by providing an approximately 1.6 mile 12 to 14' 6" multi-use pathway for use by cyclists and pedestrians along the Napa River, connecting to existing segments of Bay Trail at Kennedy Park to the north, and to the Anselmo Court to Soscol Ferry segment to the south. Development of the Anselmo Court to Soscol Ferry segment is funded in large part by a grant from the SF Bay Trail Project, and is currently under construction. For this reason we are particularly interested in seeing a seamless connection between this segment and the south end of the Napa Pipe Bay/Vine/River Trail. Please provide detailed plans regarding this connection as they become available.

It is our understanding that the Napa Pipe Project is obligated to provide the connection to the Bay/Vine/River trail at Kennedy Park. This is a critical segment to the continuity of the trail, and we would like to receive periodic updates regarding progress. The Bay Trail Project urges the County and City to work with all parties to secure the necessary easements to allow the developer to design and build a safe and seamless connection to seven miles of existing Bay Trail to the north of Napa Pipe. The importance of the connections to existing Bay, Vine and River Trails to the north and south of the site cannot be overstated.

It is our understanding that many of the trail and public access improvements will be constructed in the final phase of development, but that an interim trail will be provided prior to the completion of Phase I. The Bay Trail Project sent a letter to the Napa County Board of Supervisors and the Napa City Council on July 2, 2014 requesting such interim public access. The Bay Trail Project applauds this approach, and supports the inclusion

of a requirement in the Development Plan that the interim multi-use path be in place prior to Costco's receipt of a certificate of occupancy. Bay Trail signage can be provided for the final trail facility, and potentially for the interim trail depending on its design, accessibility and safety.

I have included a map of the Bay Trail in the vicinity to illustrate the importance of the Napa Pipe Segment. The Bay Trail appreciates having been included in the planning process for the Napa Pipe Project. If we can be of assistance during the detailed planning and design phases, please do not hesitate to contact me at (510) 464-7909 or by e-mail at maureng@abag.ca.gov

Thank you for supporting the Bay Trail.

Sincerely,

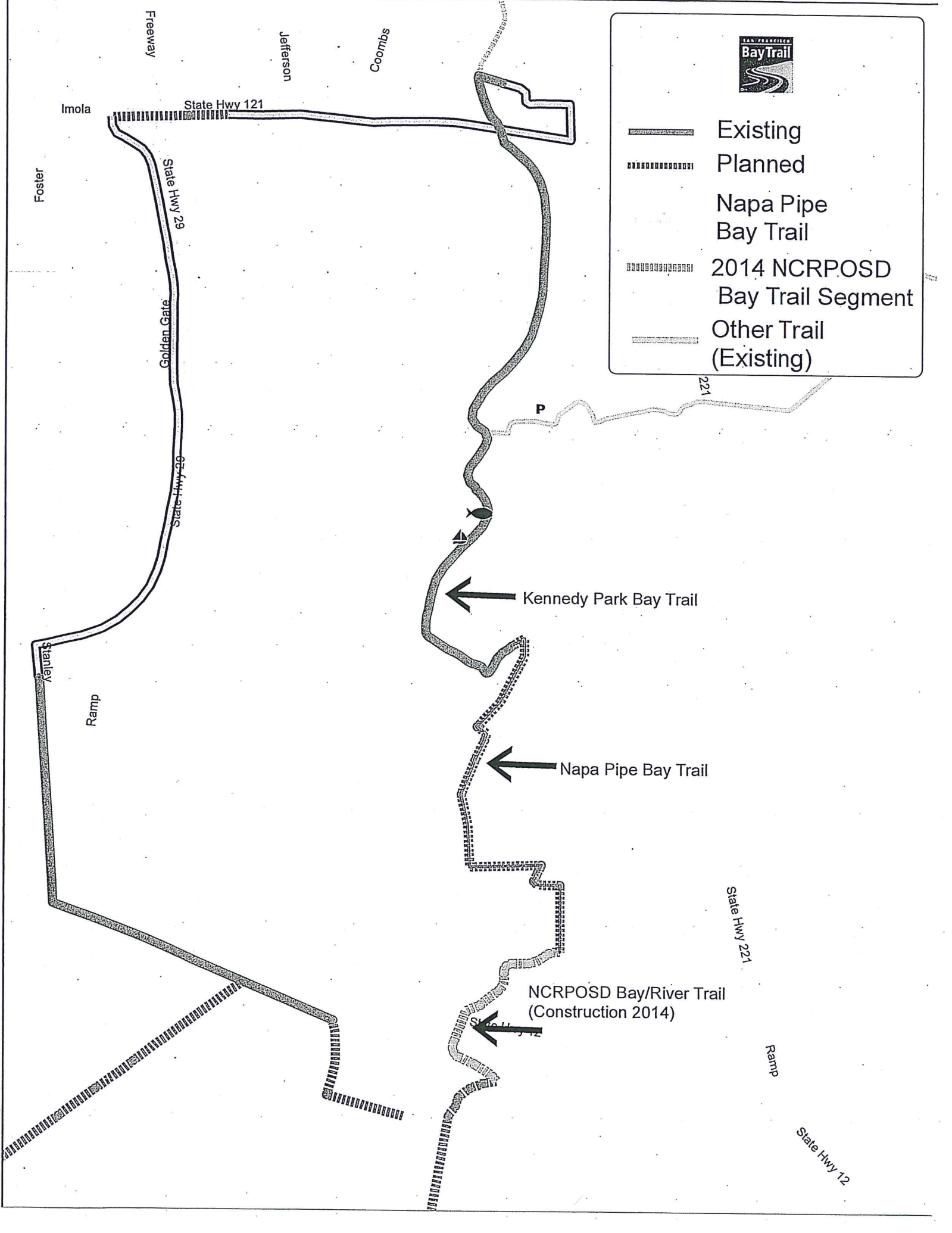


Maureen Gaffney
Bay Trail Planner

cc: John Woodury, Napa County Regional Park and Open Space District
Chuck McMinn, Napa Valley Vine Trail
Phillip Sales, Napa Valley Vine Trail



- Existing
- Planned
- Napa Pipe Bay Trail
- 2014 NCRPOSD Bay Trail Segment
- Other Trail (Existing)





Planning Commission Mtg.

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Chuck McMinn
Executive Director
Board President

Shannon Kuleto
Operations Director

Mr. Sean Trippi
Napa County Department of Conservation, Development & Planning
1195 Third Street, Suite 210
Napa, CA 94559
napapipe@co.napa.ca.us

NAPA VALLEY VINE TRAIL
COALITION BOARD
MEMBER ORGANIZATIONS

Dear Sean,

LAND INTEREST GROUPS
Napa Valley Vintners (co-founder)
Napa Valley Grapegrowers (co-founder)
Land Trust of Napa County (co-founder)
Napa County Farm Bureau
Winegrowers of Napa County

I would like to provide a point of clarification to the Vine Trail comments on the Napa Pipe Development Plan in our letter dated October 27, 2014. In points 6 and 7 of our letter we ask for a multiuse path connection from the Napa Pipe property southeast on Anselmo Court and south on Corporate Way to Soscol Ferry Road. **This connection is in addition to the connection from the Napa Pipe property to the Bay Trail route under the Butler Bridge that is currently under construction by the Regional Parks and Open Space District.**

PUBLIC AGENCIES
Napa County Transportation & Planning Agency (NCTPA)
City of Vallejo/Solano County
NCTPA/TAC Public Works Planners
Active Transportation Advisory Committees of Napa County (ATAC)
Napa County Regional Park & Open Space District
California Department of Fish & Game
Napa County Planning Commission
Napa County Law Enforcement
Napa County Sheriff's Department
City of Napa Police Department
California Highway Patrol
Caltrans District 4

The Vine Trail goal is to be both a commuter trail and a recreational trail and we feel at this location that residents of Napa Pipe and employees of Costco will not loop west and then back east on Soscol Ferry Road, but would instead use Anselmo Court and Corporate Way as a **more direct route** and thus both routes are needed. This is especially true as the intersection of Anselmo Court and Corporate Way is mitigated to include a dedicated Path as mitigation #22 shows.

Sincerely,

Charles McMinn
Chair and President
Napa Valley Vine Trail Coalition

ECONOMIC
INTEREST GROUPS
Visit Napa Valley
Napa Valley Chambers of Commerce
Napa Valley Hispanic Chamber of Commerce
Calistoga Vitality Group
Cycling Businesses of Napa Valley
North Bay Realtors/Napa Group

cc: Vine Trail Board
Napa County Board of Supervisors
Napa City Council

ENVIRONMENTAL
INTEREST GROUPS
Sierra Club Napa Group
Sustainable Napa County
Friends of the Napa River

CULTURAL & COMMUNITY
INTEREST GROUPS
Napa County Bicycle Coalition
Health, Wellness & Medical Coalition
Youth Development/Safety Education
Safe Routes to School Napa County
Runners of Napa Valley
Rotary Clubs of Napa Valley
Arts Council Napa Valley



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Chuck McMinn
Executive Director
Board President

Shannon Kuleto
Operations Director

Mr. Sean Trippi
Napa County Department of Conservation, Development & Planning
1195 Third Street, Suite 210
Napa, CA 94559
napapipe@co.napa.ca.us

**NAPA VALLEY VINE TRAIL
COALITION BOARD
MEMBER ORGANIZATIONS**

LAND INTEREST GROUPS

Napa Valley Vintners (co-founder)
Napa Valley Grapegrowers (co-founder)
Land Trust of Napa County (co-founder)
Napa County Farm Bureau
Winegrowers of Napa County

PUBLIC AGENCIES

Napa County Transportation & Planning Agency (NCTPA)
City of Vallejo/Solano County NCTPA/TAC Public Works Planners
Active Transportation Advisory Committees of Napa County (ATAC)
Napa County Regional Park & Open Space District
California Department of Fish & Game
Napa County Planning Commission
Napa County Law Enforcement
Napa County Sheriff's Department
City of Napa Police Department
California Highway Patrol
Caltrans District 4

**ECONOMIC
INTEREST GROUPS**

Visit Napa Valley
Napa Valley Chambers of Commerce
Hispanic Chamber of Commerce
Calistoga Vitality Group
Cycling Businesses of Napa Valley
North Bay Realtors/Napa Group

**ENVIRONMENTAL
INTEREST GROUPS**

Sierra Club Napa Group
Sustainable Napa County
Friends of the Napa River

**CULTURAL & COMMUNITY
INTEREST GROUPS**

Napa County Bicycle Coalition
Health, Wellness & Medical Coalition
Youth Development/Safety Education
Safe Routes to School Napa County
Runners of Napa Valley
Rotary Clubs of Napa Valley
Arts Council Napa Valley

Dear Sean,

After reviewing the Napa Pipe Draft Development Plan and communicating with the developer over the last several weeks, the Vine Trail Coalition is submitting these comments and recommendations in response to the Napa Pipe Draft Development Plan dated September 5, 2014 as reviewed on the county website at: <http://www.countyofnapa.org/napapipe/>

As you know, we are a 501(c)(3) organization that is picking up where the Napa County Transportation and Planning Agency's Greenway Feasibility Study left off to design, fund, build and maintain a non motorized trail system from the Vallejo Ferry Terminal to Calistoga. We are a true public-private partnership, as represented by our board members who come from virtually all of the organizations in the Napa Valley with a direct interest in our project.

Please note that The Napa Valley Vine Trail Coalition (NVVTC) by our comments neither supports nor objects to the Napa Pipe project. Such support or objection is outside the charter of our organization. Also, NVVTC neither supports nor objects to any elements of the Napa Pipe Development Plan not specifically addressed in this letter. Many of the elements of this Plan are outside the expertise or interests of NVVTC. Finally, the comments here are the views of the Napa Valley Vine Trail Coalition as a whole and should not be viewed as representative of any of our individual board members or the organizations they represent.

Our comments are as follows:

1. After discussions with the developer, figures V.1.a, V.1.b and V.1.c have been updated from those posted in the Development Plan on the Napa County website and a new unnumbered figure titled Interim Bicycle and Pedestrian Trail Network has been added. They are included as an attachment to this letter. **These updated figures should be included in the Plan.**
2. **The Vine Trail supports, as described in the Plan the network of hiking and biking trails shown in the Plan as updated in the attach figures and commends the developer for the extensive incorporation of walkable and bikable elements in this Plan.**
3. Since the full build out of these trail elements will not be complete until Phase 4 of the Plan the Vine Trail supports the interim biking and pedestrian trail network as described in the attached figure. In particular this interim plan provides for a continuous shared biking and pedestrian path along the east side of the development property from the southern boundary at San Anselmo Court to the northern boundary at and along Kaiser Road to be developed and in place during Phase 2 of the project build out. We strongly endorse the need for this interim path system to allow pedestrians and bicyclists to safely navigate through the site during construction. **This Interim Bicycle and Pedestrian Network figure should formally be included as a required element of the Development Plan in Phase 2.**

NAPA VALLEY VINE TRAIL COALITION

WWW.VINETRAIL.ORG | INFO@VINETRAIL.ORG | POST OFFICE BOX 93 | ST. HELENA, CA 94574

501(c)(3) TaxID 26-3426758 | @NVVINETRAIL | 707.967.5410

4. **Cross sections V.2.c, V.2.d and V.2.g shown in the Development Plan for Kaiser Road and the connector Road on the east side of the development site are appropriate and should be required for the width and location of the Interim Bicycle and Pedestrian Network path that will be used and designated as the Vine Trail until the final bicycle and pedestrian paths are completed.**
5. **The Vine Trail requests that the Interim Vine Trail route be completed as early in Phase 2 as reasonably possible, ideally at the same time that the Costco opens for business to protect pedestrians and bicyclists from the increased traffic that the Costco will cause.**
6. **As described in Figure V.4.c, the developer proposes opening day mitigations at intersection #22 (Anselmo Court/Drive at Corporate Way) that includes a pedestrian and bicycle path through the intersection on the west and south side, stopping just south of the intersection of Anselmo with Corporate Way. It is unclear from the site plan that this section of path will connect on Anselmo Court/Drive north onto the Napa Pipe property approximately 250 feet. The Vine Trail requests that the path from Anselmo Court at Corporate Way be explicitly shown as connecting to the path onto Napa Pipe property and constructed during Phase 2 of the project.**
7. **The Vine Trail also requests that this pedestrian and bicycle path be continued on the west side of Corporate Way south to the intersection of Soscol Ferry Road approximately 2000 feet. This route will be much more heavily used by Napa Pipe residents and Costco shoppers and the extension of this protected corridor is needed. If this section of the path is outside of the approved EIR for the project, the Vine Trail requests that the County or City construct this section of the trail as a separate project during Phase 2 of Napa Pipe construction. If constructed, the Vine Trail would adopt this section as the Vine Trail route.**
8. **As described in Figure V.4.d, the developer proposes opening day mitigations at intersection #25 (Soscol Ferry Road at Devlin Road). The Vine Trail requests that these mitigations be extended to provide for a 10 foot wide paved multiuse path with 2 two foot shoulders on the south side of Soscol Ferry Road and the East side of Devlin Road through the area being mitigated. This section will become a future part of the Vine Trail.**
9. **As described in Figures V1.4.a-g, the developer is proposing a pedestrian and bicycle path connection from the north end of the development site into Kennedy Park via an easement through the Syar property that includes removal of the existing abandoned silos and other obstructions, construction of the path, fencing and extensive electronic gates to protect users from truck and rail operations. The Vine Trail fully supports this connection and urges the County and City to proactively work with all parties to secure this easement and allow the developer to provide for this path. This is a major connection that will allow the Vine Trail to continue along the Napa River all the way to and through Napa and up to Yountville. It is also a major safety issue if a formal trail connection is not made, as this route has become an ad hoc connection already and will continue to be used, whether made safe or not. We strongly believe that this connection should be built to provide the safety this connection deserves.**
- 10 **We would also like to see details showing how the interim shared use path running east from the proposed Syar easement on the north side of Kaiser Road will cross over to the connector road on the east side of the development site through the proposed roundabout and details of the permanent crossing of Kaiser Road from the Syar easement to the P4 and P5 Railroad Park. These crossings should allow cyclists to cross the road using a clearly demarcated lane such as the Crossbike Crossing outlined in the NACTO Urban Bikeway Design Guide (<http://nacto.org/cities-for-cycling/design-guide/>).**

Sincerely,

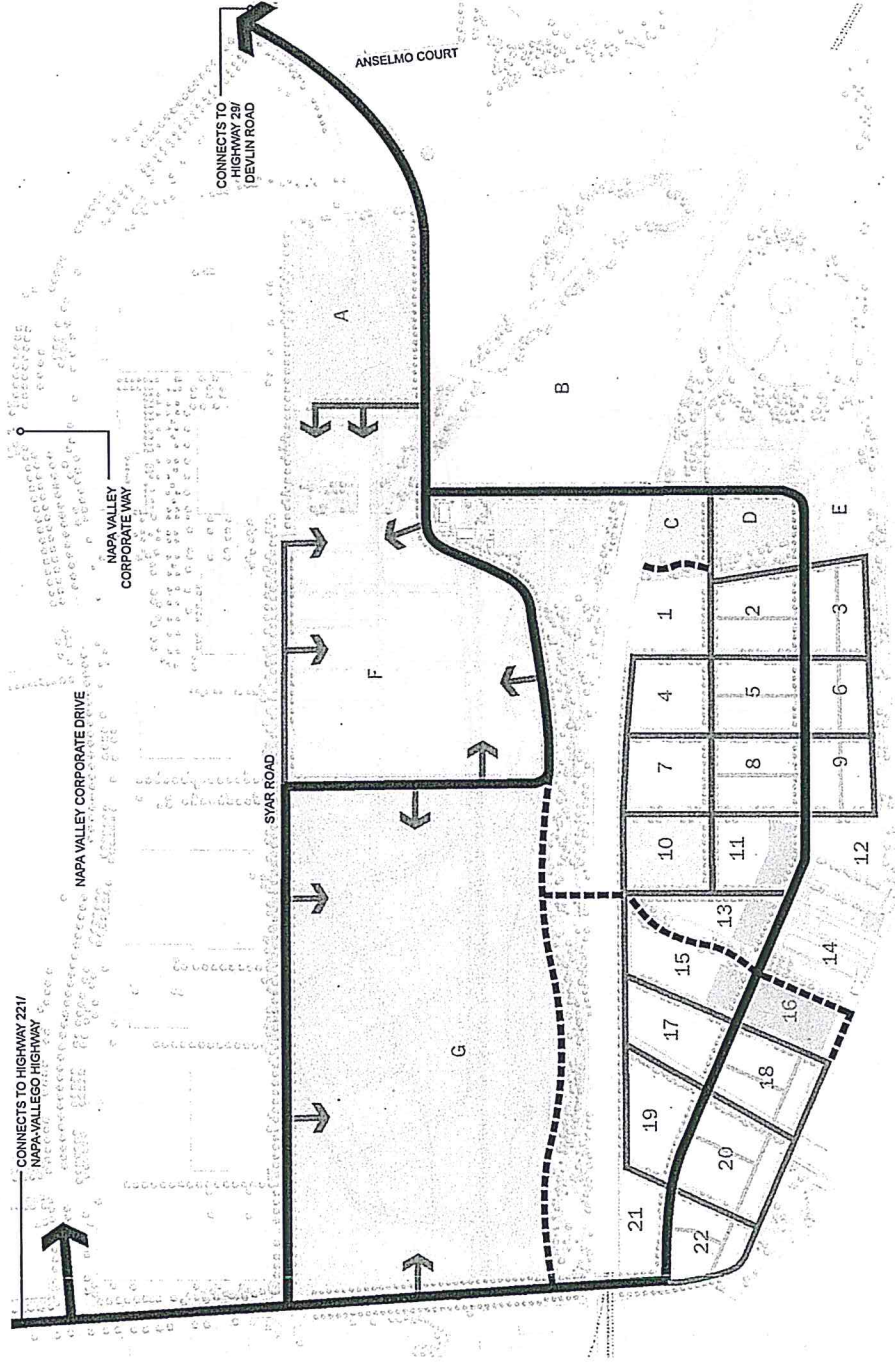


Charles McMinn
Chair and President
Napa Valley Vine Trail Coalition

cc: Vine Trail Board
Napa County Board of Supervisors
Napa City Council

V.1 SITE ACCESS & CIRCULATION

Figure V.1.a - CIRCULATION HIERARCHY



Studies have been conducted showing acceptable clearances for the maneuvering of large service vehicles including:

- Pierce Model-Stock 105 Heavy Duty Ladder Trucks,
- Labrie Automizer Garbage Trucks and Lifeline F450 167' Ambulances.

Diagrams showing main site access, circulation within site, and pedestrian/bicycle trail circulation and connection are provided.

The street and pathway layouts throughout the site are designed to ensure that all buildings and facilities are accessible to the Fire Dept and other emergency vehicles. EVA access routes are provided by streets or vehicular rated sidewalks.

As identified on the enlargement exhibits within the Development Plan, the linear park between blocks 1, C, and D (P8 South Green) incorporates a 20' wide pathway that provides EVA access. The same strategy is used for the linear park between blocks 13 and 15 (P7 Diagonal Park).

The Dry Dock plaza (block 14) is EVA accessible by a road on the east side and vehicular rated sidewalk paving on the north and southern sides. The restaurant would be serviced by a wharf hydrant.

Refer to Figures V.1.b - Site Access & Circulation Plan; V.1.c Bike Trail Circulation Plan; V.1.3.p - P8: South Green; V.1.3.n - P7: Diagonal Park to Drydock; V.1.3.t Block 14; Dry Dock Plaza; and Section VIII Tentative Map: Sheets 4, 5, 6 and 7, attached.

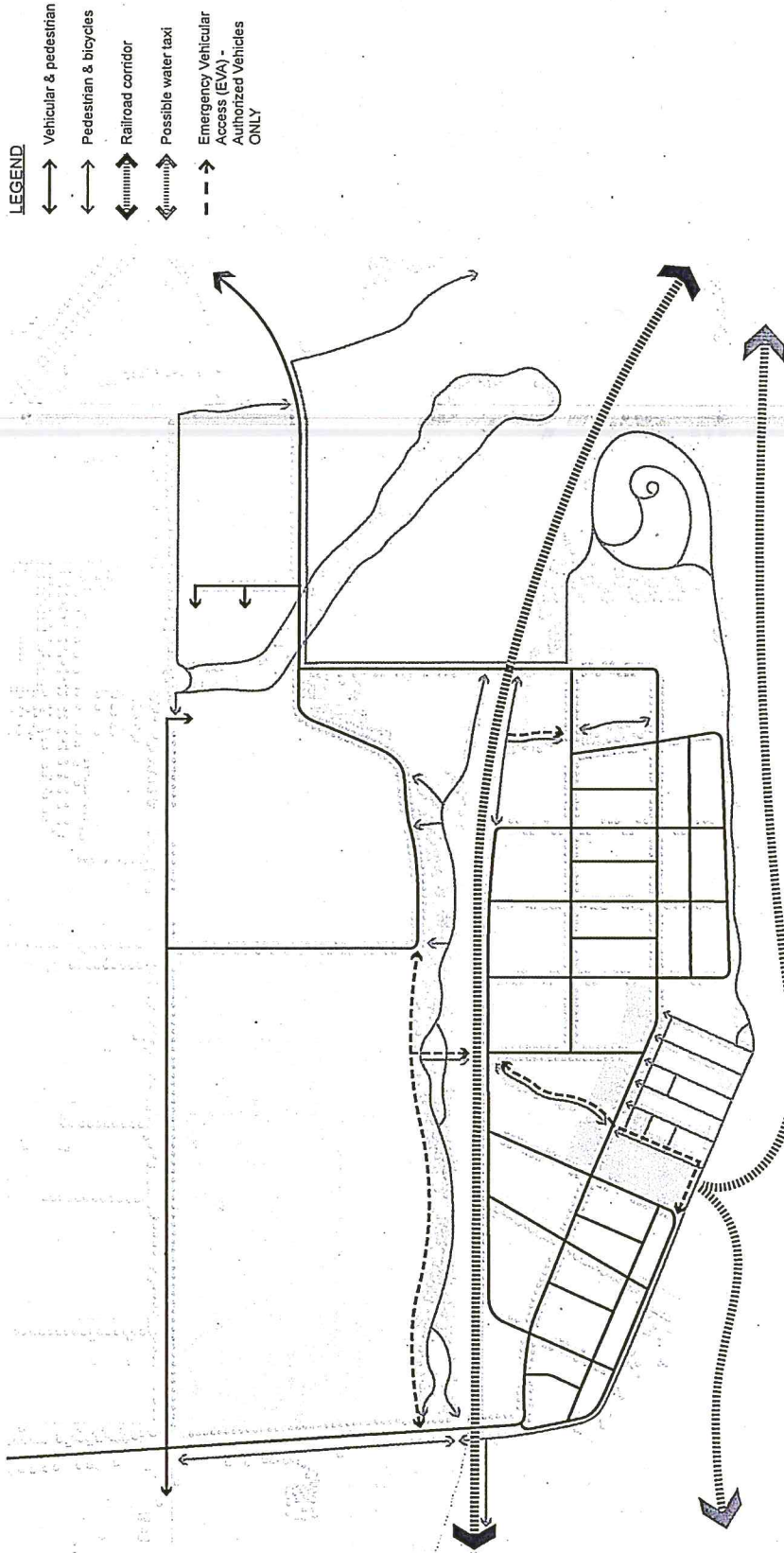
LEGEND

- ↔ Primary access
- ↔ Secondary access
- ▬ Primary streets
- ▬ Secondary streets
- ▬ Shared driveways
- (EVA) Emergency Vehicular Access - Authorized Vehicles ONLY
- 20' clear path

V. CIRCULATION PLAN

V.1 SITE ACCESS & CIRCULATION

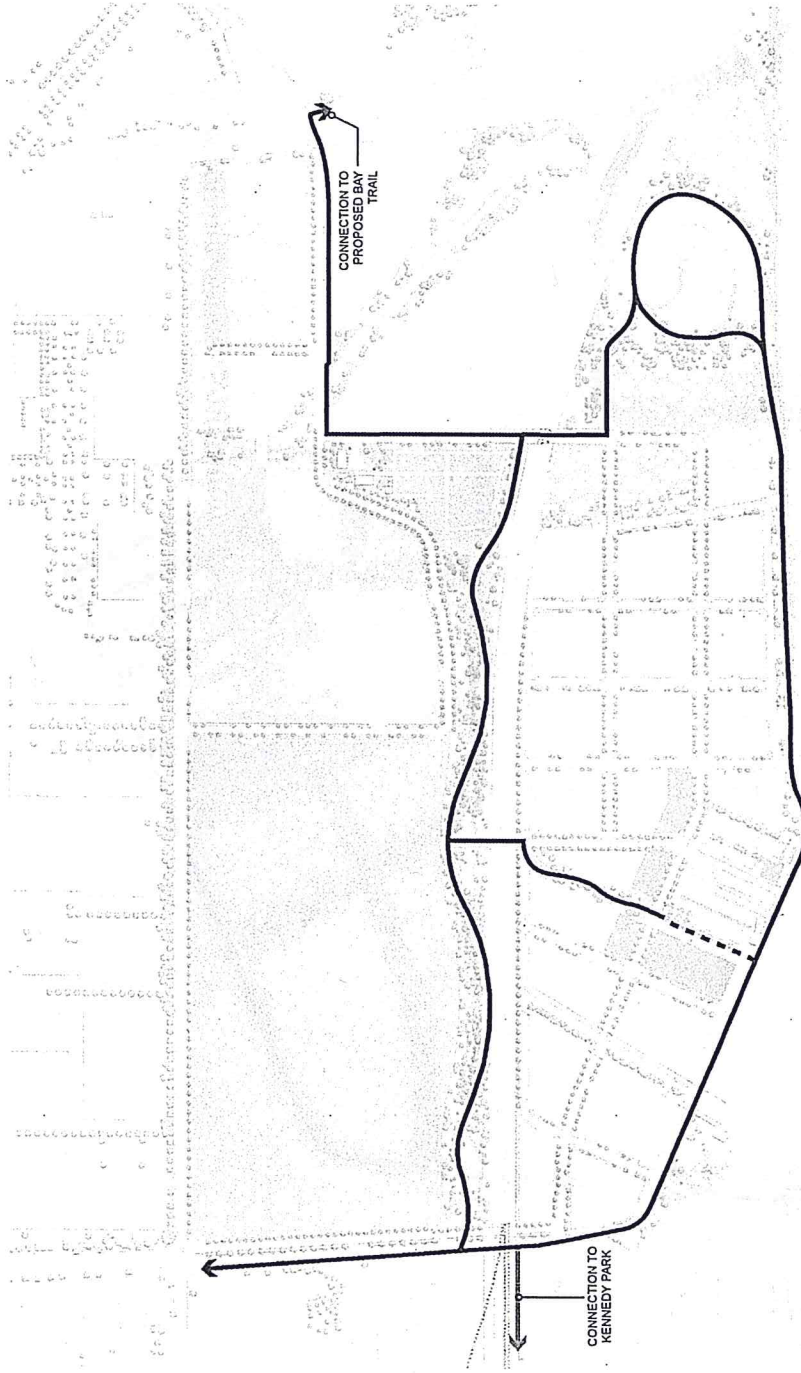
Figure V.1.b - SITE ACCESS & CIRCULATION PLAN

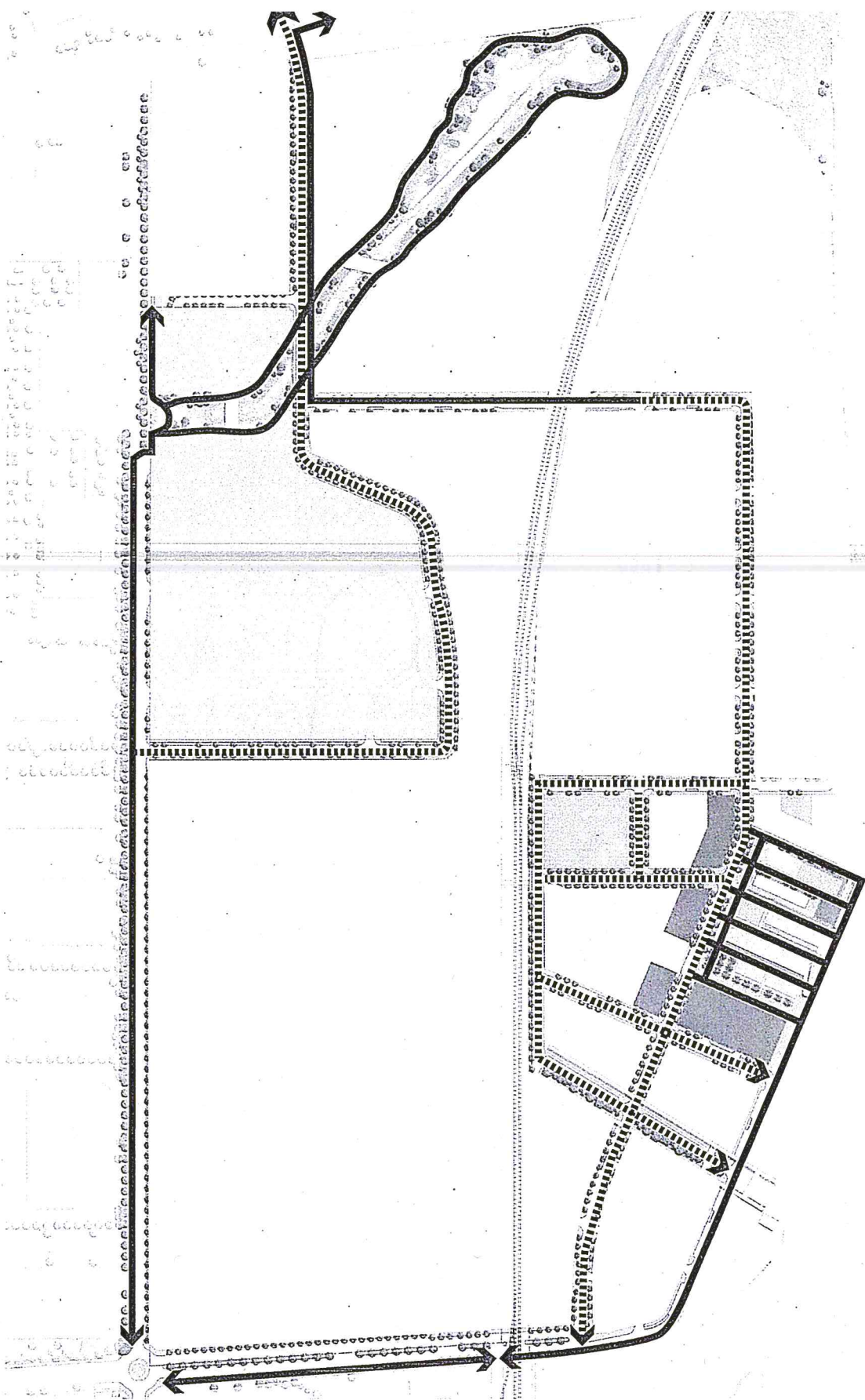


V.1 SITE ACCESS & CIRCULATION

Figure V.1.c - BIKE/PEDESTRIAN TRAIL CIRCULATION PLAN

- LEGEND**
- 12' to 14'-5" shared pedestrian/bicycle trail
 - - - 10' shared pedestrian/bicycle trail with 2' shoulders on each side
 - 12' walk your bike slow zone





KEY PLAN

INTERIM BICYCLE & PEDESTRIAN TRAIL NETWORK

INTERIM BICYCLE & PEDESTRIAN CIRCULATION (ACCESSED BY ROAD & SIDEWALK)

INTERIM BICYCLE AND PEDESTRIAN TRAIL NETWORK

[ROUTES PRIOR TO FULL BUILD-OUT]