



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

RE: Agenda Item 9a Napa Pipe Project

We are very pleased to discover that many of our issues, questions, and concerns over the past many years are finally being clarified and resolved. But, as an organization focused on sustainable development, we would be remiss if we did not bring to your attention a few items that need resolution.

And, given the direction from Chair Fiddaman regarding timely approvals, we believe the items mentioned below are critical and/or most important to the overall success of the project. We understand that many technical and design issues will continue to get resolved by the City and County staffs.

**Flood Protection:**

We still find some very conflicting and confusing information in the reports and plans submitted for your review. [Please use the attached pages as reference].

The development plan has one diagram representing a seawall from the Bridge crane to the Gantry crane that spans the drydocks (A). Yet another part of the development plan clearly states that the large doors for the two flooded drydocks will be permanently fixed in an open position (B). And only one drydock that will become a sunken theater will have the perimeter walls raised by 5'.

Page 5 of the staff report that defines Grading states "the majority of the site will be raised by approximately 5 feet. The exceptions are the railroad right-of-way, shoreline, community park P6, and existing wetlands which will all maintain existing elevations."

As I read these sentences, there will be no seawall south of the Gantry Crane. And why is the Southern flood gate positioned in the middle of a wetland that may flood?

How is this project REALLY being protected from potential flooding?

**Access:**

The primary access into Napa Pipe is planned to be on Kaiser Road –which is not a public road. Written agreements/easements with Syar Industry do not exist. Shouldn't we have more clarity on this critical component?

### **Affordable Housing:**

Affordable housing is one of the key elements of this project. We were encouraged when the MOU outlined the amount and phasing of these units.

Earlier versions of the Development Plan had the identified affordable housing blocks scattered throughout the residential sections. The new plan has identified two side by side. Does this meet your definition of integration and appropriate placement?

It is important to have these units built – not just identified on a diagram. Page 3 of the Development Agreement summary (last sentences in 1<sup>st</sup> paragraph) states “NRP cannot proceed with vertical development in a subsequent phase unless it has prepared the site, the County has approved an initial financing plan... and the County and housing developer have entered into a conveyance agreement.”

Does this wording require that the affordable housing actually gets built (not just planned) in one phase before a subsequent phase can proceed? This is a very important distinction.

### **Open Space & Public Benefits:**

Very pleased to see that various community facilities will be constructed at landowner’s sole cost and expense.

As referenced above, some of these public spaces don’t appear to be protected from potential flooding. It will be homeowner’s who ultimately bear the burden of maintenance of these public spaces. Is this a sustainable model?

The 1000’s of people living at Napa Pipe should not depend solely on Kennedy Park for their recreation – yet almost all of the interior park space is linear bisected by walking and/or biking paths. Where do the children really play? Or families have celebrations? Maybe some of the 8 acre farm parcel could be used for recreation.

The access to Kennedy Park is now well defined on various diagrams. But, after all the years you have been planning Napa Pipe, there is yet to be a written agreement with the railroad regarding their right-of-way or written agreements/easements with Syar Industries.

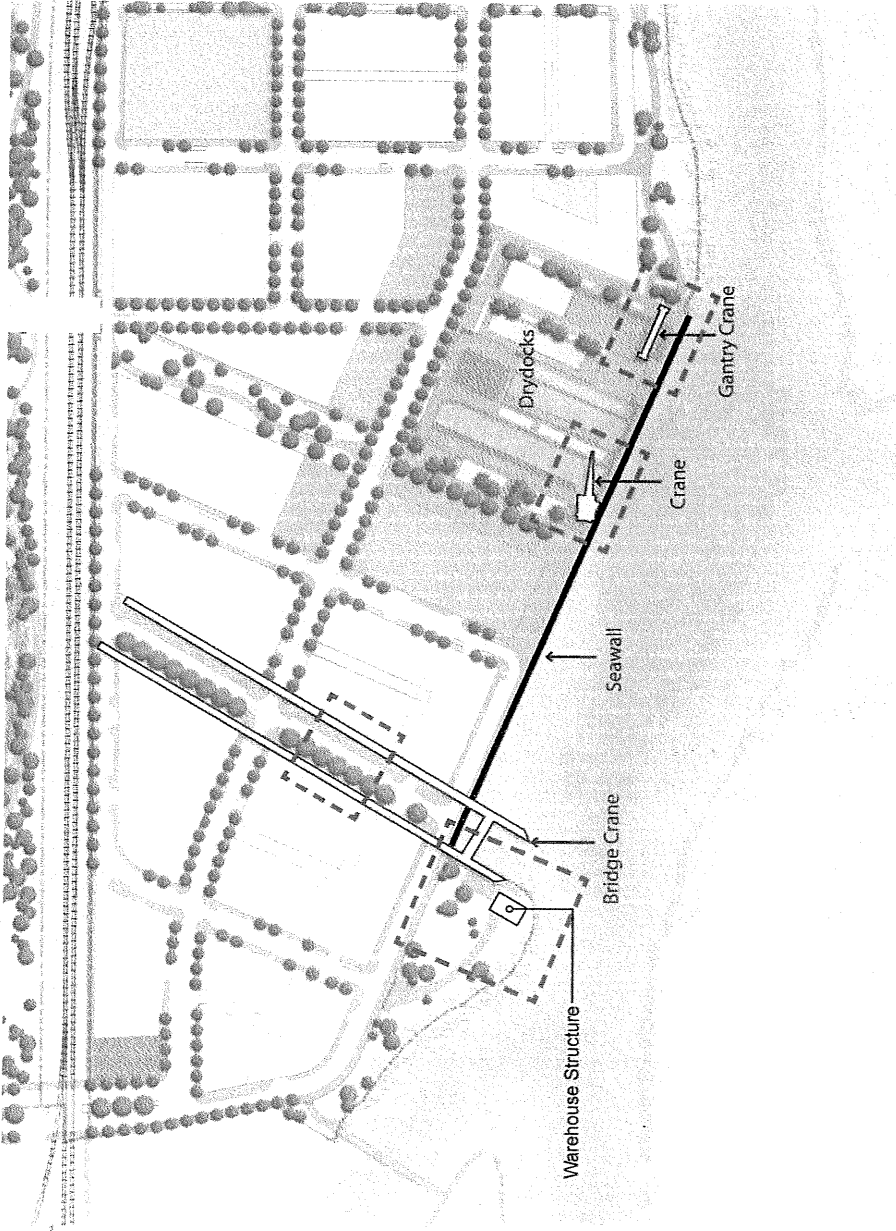
The long winding park to the East of the railroad tracks (P5) will be constructed in phase 2 but the pedestrian/bike rail crossing is only constructed in phase 4. What happens if phase 4 is delayed? As the largest park in the project why should the homeowners be responsible for maintenance of a park they cannot access? Is this a sustainable model?

Thanks and regards,

Eve Kahn, Chair  
Get a Grip on Growth  
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VIII.2 PRESERVATION & INTERPRETATION OF HISTORIC RESOURCES



**Public Benefits – Industrial Artifacts**

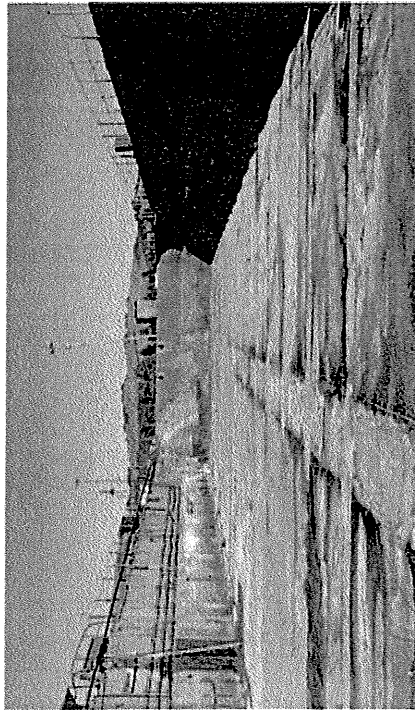
Several industrial artifacts have been retained and incorporated into the siteplan to remind visitors of the site's history and to provide visual entrance within the development. The salvaged industrial artifacts include the following:

- Existing Storage Structure
- Bridge Crane
- Seawall Crane
- Gantry Crane
- Drydocks
- Seawall

All industrial artifacts will remain in their existing location. The engines and mechanical components of each crane will be decommissioned to insure all fluids such as engine fuel or oil is properly removed and disposed of, and to insure all moving parts are anchored in place. Where needed, anti-climbing hardware will be installed to prevent residents and visitors from climbing on or inhabiting the structures. All metal will be cleaned and sealed or painted (color to be determined). All non-essential pieces will be stripped from the structures and properly disposed of.

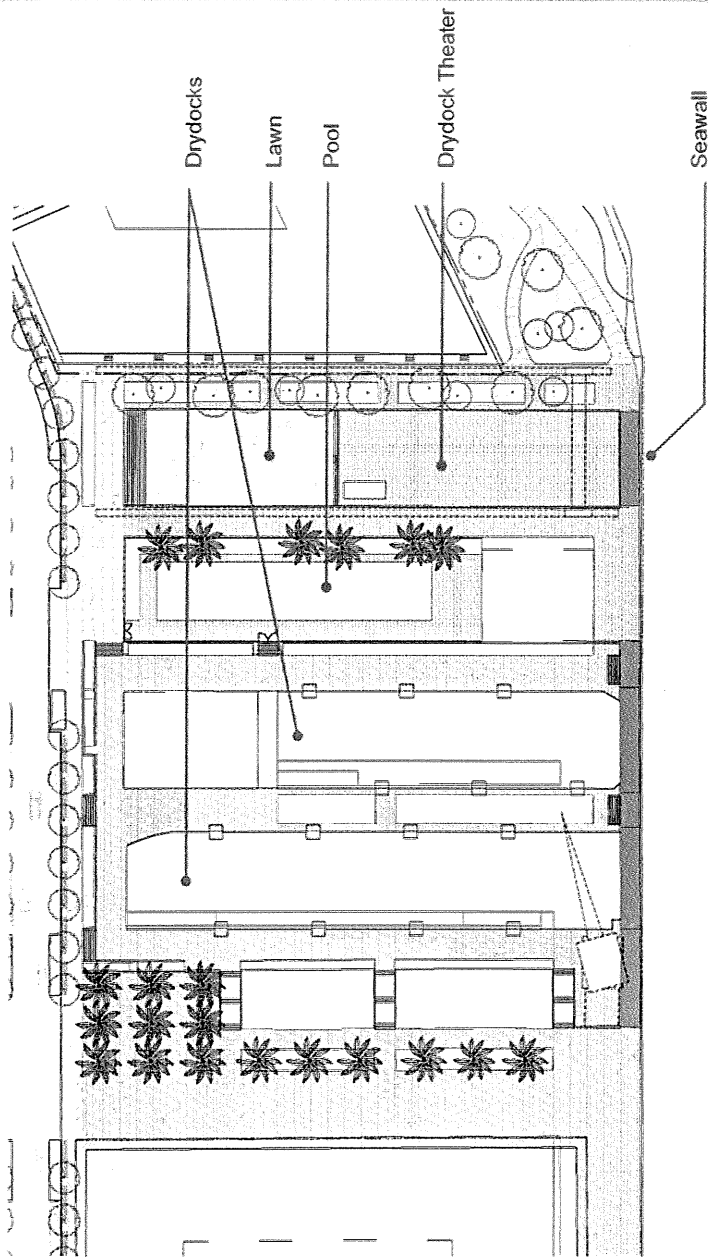
VI.2 PRESERVATION & INTERPRETATION OF HISTORIC RESOURCE

Figure VI.2.f - DRYDOCKS

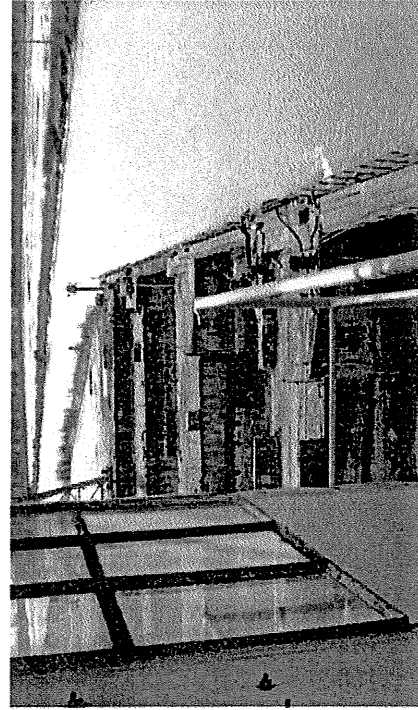


Drydocks

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 protection along its entire length.