

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE MITIGATED NEGATIVE DECLARATION MERITAGE COMMONS

**City of Napa
Community Development Department**



August 2015

Contents

Project Summary	1
Environmental Checklist.....	35
I. Aesthetics.....	35
II. Agricultural and Forest Resources.....	45
III. Air Quality.....	49
IV. Biological Resources	55
V. Cultural Resources	77
VI. Geology and Soils.....	81
VII. Greenhouse Gas Emissions.....	89
VIII. Hazards and Hazardous Materials	94
IX. Hydrology and Water Quality	104
X. Land Use and Planning.....	121
XI. Mineral Resources.....	126
XII. Noise	127
XIII. Population and Housing	141
XIV. Public Services	143
XV. Recreation.....	146
XVI. Transportation and Traffic.....	148
XVII. Utilities and Service Systems.....	170
XVIII. Mandatory Findings of Significance	175
Inventory of Mitigation Measures and Conditions of Approval	177
Sources of Information Used in Preparation of This IS/MND	183

Appendices

Appendix A	Air Quality and Greenhouse Gas Emissions Assessment
Appendix B	Archaeological Inventory Survey
Appendix C	Biological Technical Report
Appendix D	Geotechnical Evaluation
Appendix E	Phase I Environmental Site Assessment Report
Appendix F	Project Hydrology and Stormwater Quality
Appendix G	Preliminary Storm Water Control Plan
Appendix H	Environmental Noise Study
Appendix I	Traffic Impact Study

List of Tables

Table 1 – Meritage Expansion Project Components..... 14

Table 2 – Air Quality Significance Thresholds 50

Table 3 – Overall Construction Emissions..... 51

Table 4 – Overall Project Emissions..... 51

Table 5 – Summary of Biological Surveys for the Study Site 56

Table 6 – Summary of Vegetation/Land Use Types for the Study Site..... 63

Table 7 – Summary of Vegetation/Land Use Impacts 65

Table 8 – Annual Project GHG Emissions..... 92

Table 9 – Project Design Features for GHG Reduction..... 93

Table 10 – Persons Per Car Rate Assumption..... 101

Table 11 – Descriptions of Drainage Management Areas and Integrated Management Practices 117

Table 12 – FTA Construction Vibration Damage Criteria 131

Table 13 – Estimated Construction Vibration Levels 131

Table 14 – Summary of Noise Measurements 132

Table 15 – Existing Traffic Noise Levels..... 134

Table 16 – Existing Year Traffic Noise Levels “With Project” and “Without Project”..... 135

Table 17 – Cumulative Traffic Noise Levels “With Project” and “Without Project” 136

Table 18 – Future Traffic Noise Levels at the Meritage Commons 136

Table 19 – Future Traffic Noise Levels at the Project’s Non-Residential Uses 137

Table 20 – Project Trip Generation 151

Table 21 – Napa Logistics Park Trip Distribution Assumptions..... 151

Table 22 – Intersection Level of Service Criteria..... 153

Table 23 – Existing Conditions Peak Hour Intersection Level of Service 155

Table 24 – Existing Plus Project Conditions Intersection LOS..... 156

Table 25 – Cumulative (Year 2035) Conditions Intersection LOS 158

Table 26 – Project Contribution to Cumulative Intersection Traffic Growth..... 159

Table 27 – Collision Analysis Data..... 161

Table 28 – Site Access and Circulation Recommendations..... 164

Table 29 – Detailed Parking Supply 167

Table 30 – Municipal Code and Supply Comparison..... 167

List of Exhibits

Exhibit 1 – Regional Map..... 3

Exhibit 2 – Aerial Map 4

Exhibit 3 – Project Location Map 5

Exhibit 4 – Existing Site Plan 6

Exhibit 5 – Key to Site Photographs 8

Exhibit 6 – Site Photographs..... 9

Exhibit 7 – Master Site Plan 15

Exhibit 8 – The Commons Site Plan 16

Exhibit 9 – The Commons Aerial Illustration 17

Exhibit 10 – Existing/Proposed Site Play Overlay 24

Exhibit 11 – Exhibition Hall Aerial Illustration..... 25

Exhibit 12 – Exhibition Hall Conceptual Illustration..... 26

Exhibit 13 – Arrival Enhancements..... 27

Exhibit 14 – Photograph of Grape Crusher Statute..... 36

Exhibit 15 – Materials Board..... 38

Exhibit 16 – Architectural Plans, Building Elevations 39

Exhibit 17 – Architectural Plans, Building Elevations 40

Exhibit 18 – Architectural Plans, Enlarged Elevations 41

Exhibit 19 – Landscape Plan 42

Exhibit 20 – Important Farmland Map..... 46

Exhibit 21 – Vegetation Map..... 58

Exhibit 22 – Site Photographs..... 59

Exhibit 23 – Vegetation Impacts Map 64

Exhibit 24 – Corps Jurisdictional Delineation/Impact Map 69

Exhibit 25 – CDFW Jurisdictional Delineation Map 70

Exhibit 26 – Soils Map 73

Exhibit 27 – Regional Geology 82

Exhibit 28 – Regional Faulting..... 84

Exhibit 29 – West Napa Fault Ground Shaking Intensity Map 85

Exhibit 30 – ALUCP Compatibility Plan Map 97

Exhibit 31 – ALUCP Compatibility Plan Map Overlay 98

Exhibit 32 – Typical LID Details, Sheet 1 of 4 106

Exhibit 33 – Typical LID Details, Sheet 2 of 4 107

Exhibit 34 – Typical LID Details, Sheet 3 of 4 108

Exhibit 35 – Typical LID Details, Sheet 4 of 4 109

Exhibit 36 – Existing Watershed, Sheet 1 of 2..... 111

Exhibit 37 – Existing Watershed, Sheet 2 of 2..... 112

Exhibit 38 – Proposed Watershed, Sheet 1 of 2..... 114

Exhibit 39 – Proposed Watershed, Sheet 2 of 2..... 115

Exhibit 40 – General Plan Map – Project Location/Land Use Designation 122

Exhibit 41 – Zoning Map..... 123

Exhibit 42 – Land Use Compatibility for Community Noise Environments 129

Exhibit 43 – Noise Measurement Locations..... 133

Exhibit 44 – Project Site and Study Intersections..... 149

Exhibit 45 – Project Trip Distribution 152

Exhibit 46 – Peak Hour Traffic Volumes and Lane Configurations, Existing (2014) Conditions 154

Exhibit 47 – Site Plan Review 166



City of Napa – Community Development Department

1600 First Street – P.O. Box 660

Napa, CA 94559

(707) 257-9530

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE AND MITIGATED NEGATIVE DECLARATION

Project Name:	Meritage Resort Expansion	File Number:
Site Address:	850 and 875 Bordeaux Way	APNs: 046-620-003
General Plan:	CP – Corporate Park	046-620-016
Zoning:	IP-A – Industrial Park	046-620-017
Applicant/Property Owner	Pacific Hospitality Group Kory Kramer, Chief Investment Officer 2532 Dupont Drive, Irvine, CA 92612	Phone: (949) 474-7368

Project Summary

The Proposed Project involves the expansion of the existing Meritage Resort and Spa (“Meritage” or “the hotel”) onto the 9.3-acre vacant parcel located immediately north of the existing hotel across Bordeaux Way. The expansion project, identified as Meritage Commons (the “Commons”), will provide 134 new hotel rooms, and will introduce and expand upon ancillary hotel-serving uses to provide a greater variety of guest-serving amenities. Meritage Commons will include a wellness center with a spa and a relaxation area, an outdoor event area, an exhibition kitchen, and a small guest-serving market. The existing Trinitas Tasting Room at Meritage will be relocated to The Commons along with additional space for tasting or break out space for groups. Street improvements, sidewalks, crosswalks, and medians are also proposed as a part of The Commons.

On the existing Meritage site, a new approximately 10,000-square-foot exhibition hall with additional support uses and an outdoor pre-function area is proposed to be located in a portion of an existing parking lot on the western side of the site. Additional Project components include potential streetscape and sidewalk improvements, changes to vehicular circulation at the existing porte-cochere and to the southern parking area, and enhancements to the existing pool area. The Commons project will focus on expanding guest-serving features required for a high-caliber hotel. Guest check-in for The Commons will be handled at the Meritage, and duplication of services will be avoided. The existing restaurants at Meritage will serve The Commons, and no new restaurants are proposed. Meritage will maintain and promote the existing shuttle service, which brings guests to restaurants and businesses located in the downtown Napa area. A detailed project description follows.

The Project components described above have been separated into two distinct phases, with construction of The Commons as Phase One, and the new exhibition hall and circulation upgrades at the existing hotel as Phase Two. It is the Applicant’s intent to stagger the two phases by constructing Phase One immediately and postponing Phase Two until after Phase One is complete and fully operational. This report will examine the Project as a whole for the purpose of analyzing any environmental impacts that Proposed Project may have on either an individual or cumulative basis. The technical studies which form the basis of this report consider the whole of the action, and both phases as appropriate.

Environmental Setting

The Project site is located at the southern boundary of the City of Napa, at the junction of State Route 29 (SR 29) and State Route 221 (SR 221) as shown on Exhibit 1 – Regional Map. The site is approximately four miles south of downtown Napa, and is located in an industrial/business park known as the Napa Valley Commons. The immediate surrounding area is largely built out with low-rise office and industrial development. Vacant parcels of land exist to the north, east of Napa Valley Corporate Drive and north of Napa Valley Corporate Way west of SR 221.

The Project is bordered by additional office and industrial uses to the north, SR 221 and greenbelt to the east, the Grape Crusher Statue and SR 29 to the south, and Napa Valley Corporate Drive and an unnamed drainage to the west, as shown on Exhibit 2 – Aerial Map. A planned redevelopment project known as Napa Pipe is located northwest within the County of Napa (County). The Napa County Airport and Airport Industrial Park are located approximately four miles to the south, and the Project site is within the Napa County Airport Land Use Compatibility Plan (ALUCP).

The Project site comprises the existing Meritage hotel located east of Napa Valley Corporate Drive and south of Bordeaux Way, and the vacant Meritage Commons parcel, located north of Bordeaux Way, as shown on Exhibit 3 – Project Location Map. The combined site acreage is approximately 29.93 acres including approximately 20.63 acres for the existing hotel and 9.3 acres for the vacant parcel. The Vino Bello Resort (timeshare) located immediately adjacent to the existing hotel is not a part of the Proposed Project. The existing hotel is depicted on Exhibit 4 – Existing Site Plan.

The existing Meritage hotel is a full-service hotel including the following components:

- 325 guest rooms and suites
- Indoor and outdoor meeting and event space including two large exhibition halls
- Full service spa
- Estate Cave – featuring the Trinitas Tasting Room
- Restaurant, lounge (featuring a six lane bowling alley), coffee bar, and wine bar
- Fitness studio
- Swimming pools and whirlpools, outdoor fire places, bocce ball court
- Hillside vineyards leading up to the Grape Crusher Statue, and
- Hillside Terrace outdoor event area

Building heights for the hotel are approximately 40 to 50 feet with most of the hotel buildings at 3 stories. The roof is accented and articulated in several locations with tower features and decorative chimneys extending 6 to 10 feet above the hotel buildings. The hotel is oriented east to west on the property, with surface parking lots on all sides. The Vino Bello Resort sits immediately to the east of the hotel on an adjoining parcel. The Vino Bello resort, composed of hotel and timeshare units, is independently owned but operated by Meritage, and no improvements are proposed as part of the Project. However, the Meritage Hotel and Vino Bello Resort have a shared parking lot and a shared vehicular access point off Bordeaux Way. The Vino Bello Resort is considered herein with respect to parking demand.

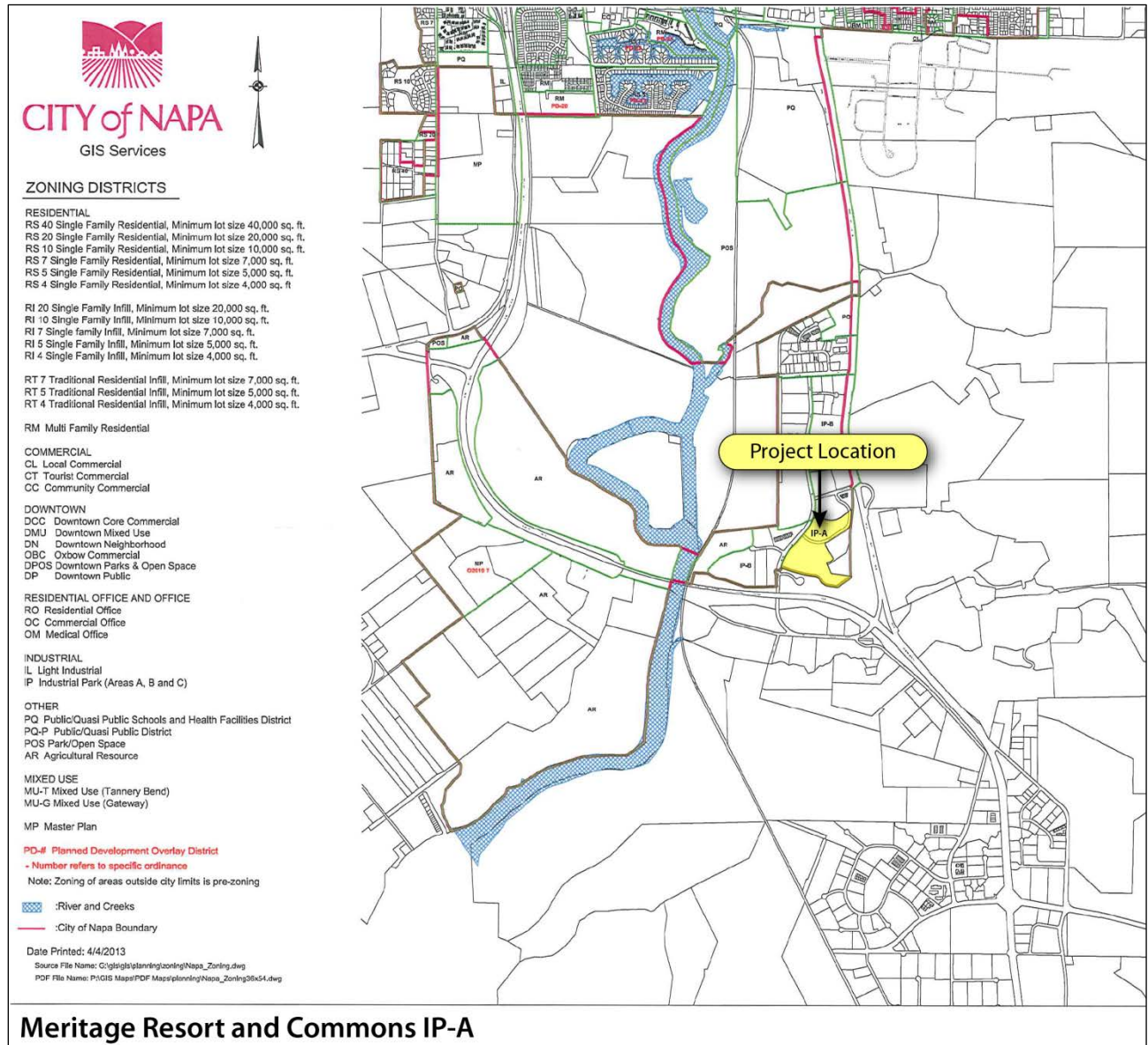


Exhibit 1 – Regional Map



Exhibit 2 – Aerial Map



Exhibit 3 – Project Location Map

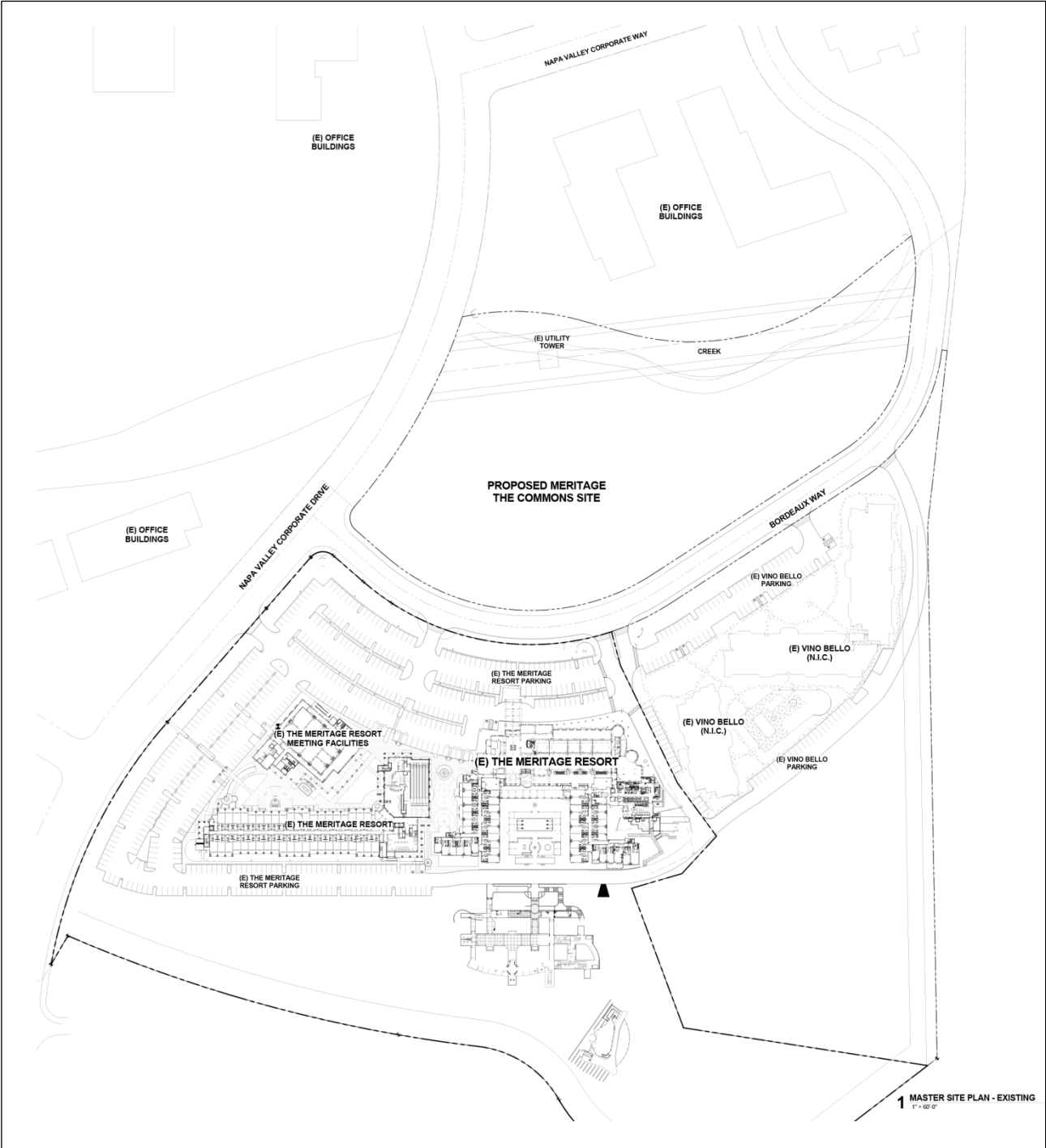


Exhibit 4 – Existing Site Plan

The Commons will be constructed on a vacant 9.3-acre parcel located north of the existing hotel site, across Bordeaux Way. The undeveloped site is rough graded, and has Pacific Gas and Electric (PG&E) transmission lines crossing along the northern boundary of the property. The transmission lines pass through a tower that sits on a five-foot earthen mound on the northwestern portion of the property. The tower is approximately 150 feet in height. The site is predominantly characterized by a sparse covering of oat grass, and is frequently mowed for fire control. An open drainage area runs along the northern boundary of the parcel. The drainage is channelized and covered on both the east and the west sides of the site, and runoff flows to the west, towards Napa River. Low rise office buildings and surface parking lots are located immediately north of the site.

Site photographs of the existing hotel site and the expansion site are provided as Exhibit 6, along with a key map (Exhibit 5) depicting the locations from which the photographs were taken.

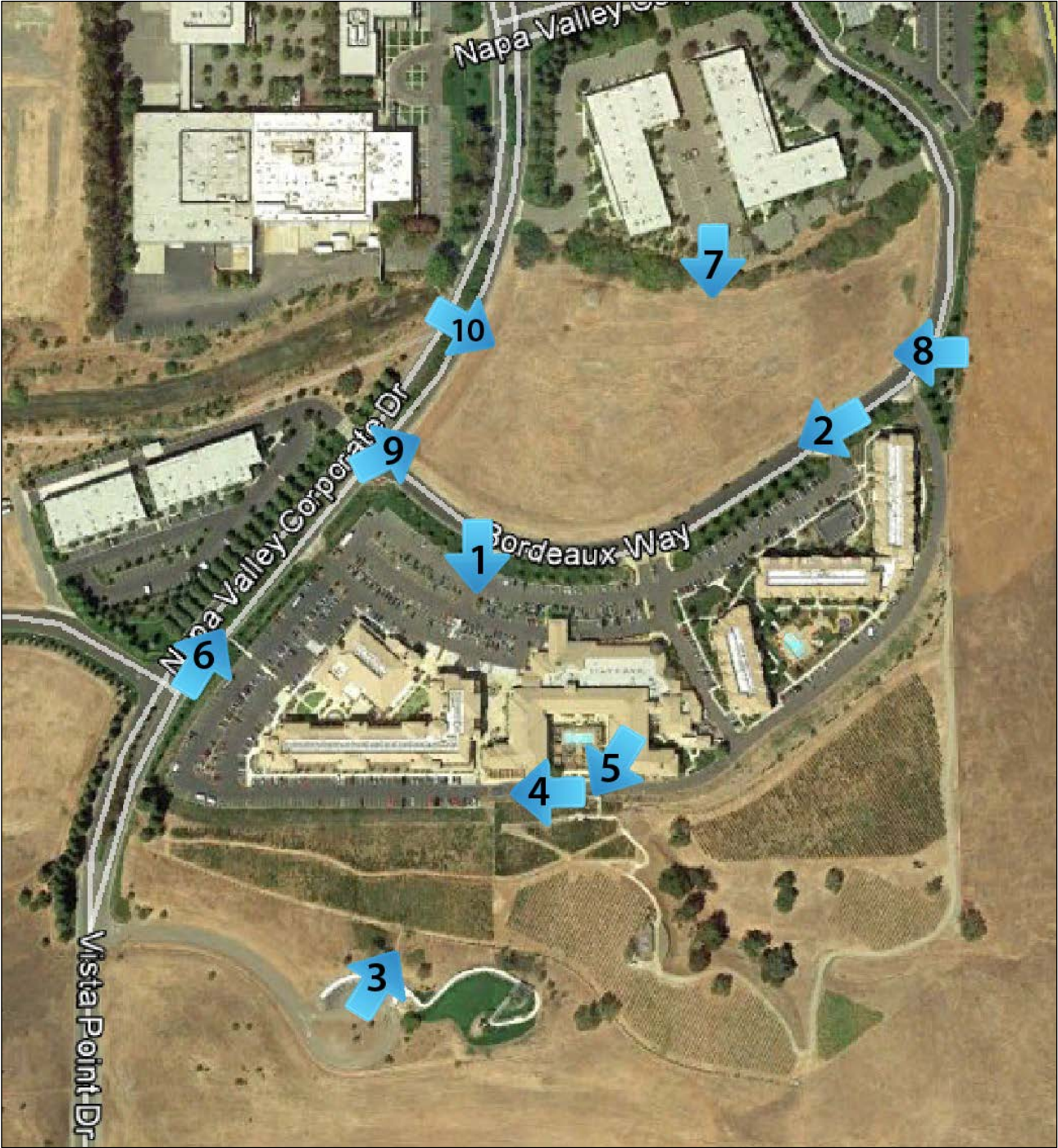


Exhibit 5 – Key to Site Photographs

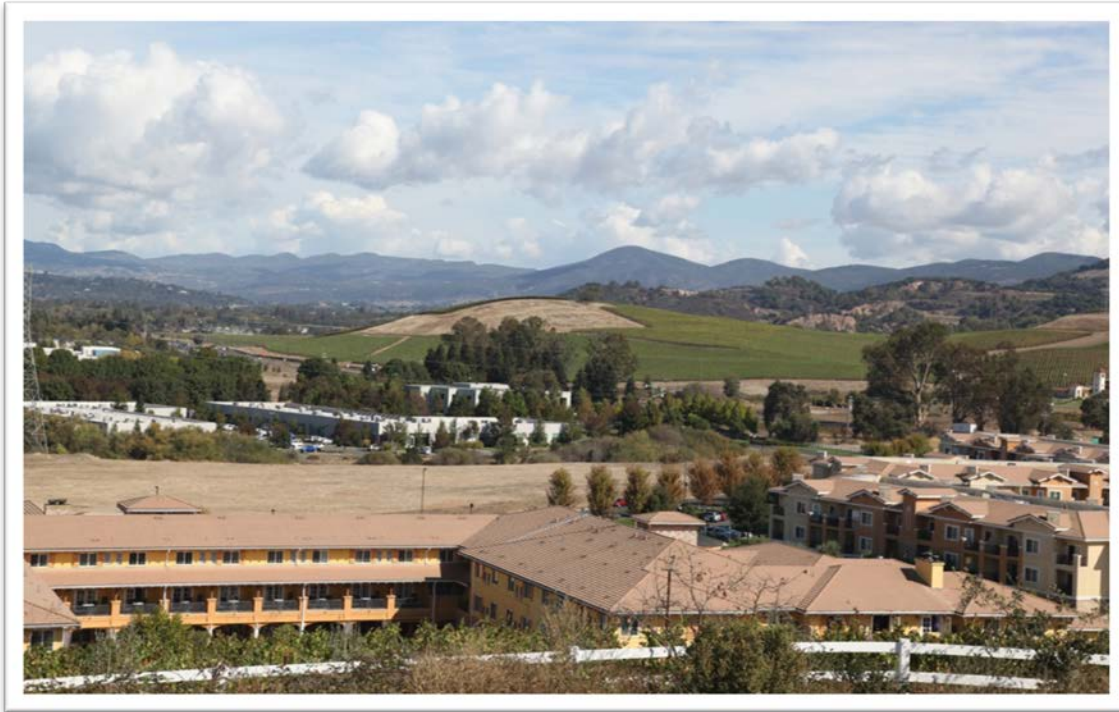


Photograph 1

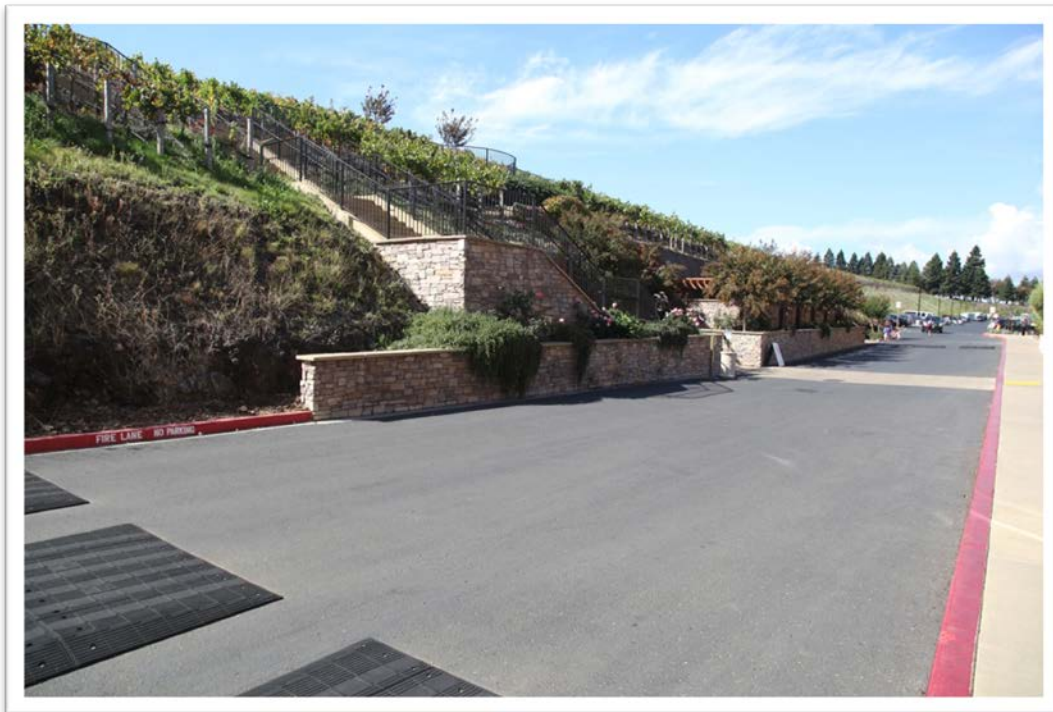


Photograph 2

Exhibit 6 – Site Photographs



Photograph 3

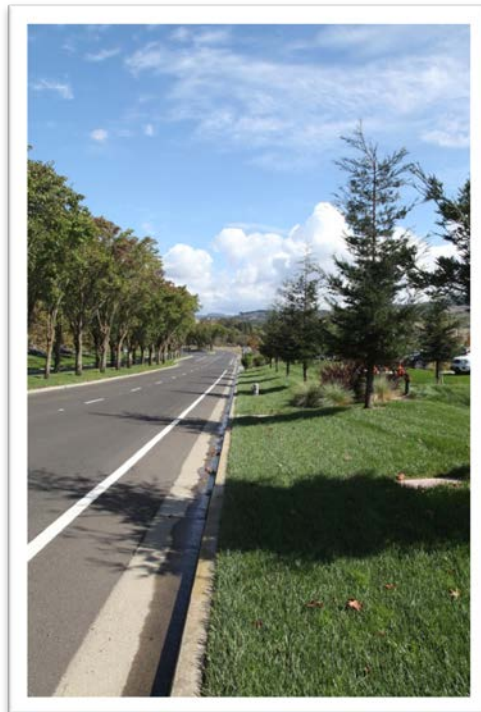


Photograph 4

Exhibit 6 – Site Photographs, page 2



Photograph 5



Photograph 6

Exhibit 6 – Site Photographs, page 3



Photograph 7



Photograph 8

Exhibit 6 – Site Photographs, page 4



Photograph 9



Photograph 10

Exhibit 6 – Site Photographs, page 5

Project Description

As described above, the Proposed Project includes the expansion of the existing hotel to provide 134 new guest rooms and a variety of guest-serving, ancillary and support uses. The Project is broken into two distinct components including The Commons as Phase One and the existing hotel as Phase Two. Table 1 below summarizes the proposed expansion square footage for the Project. The Master Site Plan is provided as Exhibit 7.

Table 1 – Meritage Expansion Project Components

	Approximate Area (SF)
Phase One - Commons (Expansion Area)	
Guest rooms (134 keys)	75,600
Wine tasting, break out space, exhibition kitchen, guest-serving market	21,000
Wellness spa	12,000
Lobby/living room	1,500
Housekeeping	12,000
Staff break rooms	850
Additional area (mechanical/electrical, circulation, walls and structure)	56,200
Subtotal	179,050
Phase Two - Meritage (Existing Hotel)	
Exhibition hall	10,000
Exhibition hall support	4,300
Additional are (walls and structure)	1,000
Subtotal	15,300
Total	194,350

1. Phase One

The Commons is proposed as Phase One of the Project, and will provide 134 new hotel rooms, and will introduce and expand upon ancillary hotel-serving uses to provide a greater variety of guest-serving amenities, as shown on Exhibit 8 – The Commons Site Plan. The Commons will offer hotel guests a state-of-the-art wellness center with a spa and a relaxation area focusing on water therapy. Also proposed are an outdoor event area, an exhibition kitchen, and a small guest-serving market. The existing Trinitas Tasting Room at Meritage Resort will be relocated to The Commons along with additional space for tasting or break out space for groups. The Commons will also include areas to accommodate housekeeping, employee facilities, mechanical/electrical, and circulation, such as corridors, back of house circulation, stairwells, elevator cores, and public circulation. The Commons is planned with four distinct areas including the Wellness Zone, the Hotel Zone, The Village, and the Event Lawn. Each of these components is described in more detail below. Several illustrative plans have been included in this document to provide the reader with a visual interpretation of the Proposed Project; however, they do not contain the level of project detail as provided by plans or drawings, and are not designed to be as such. An illustrative plan for The Commons is depicted in Exhibit 9. Project areas (square footage) depicted on plans herein are approximate and may vary slightly, including several minor reductions subsequent to the completion of technical studies.

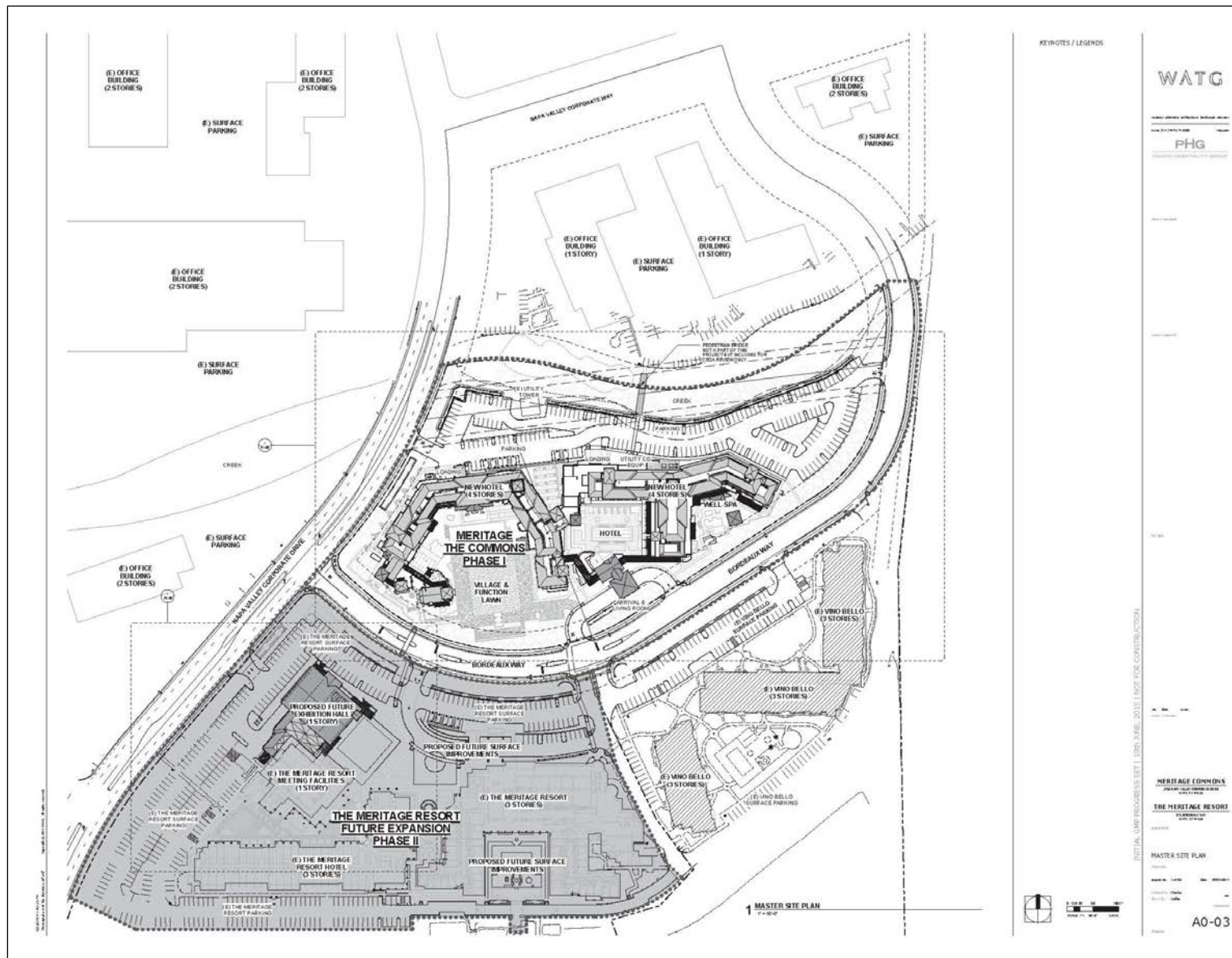


Exhibit 7 – Master Site Plan

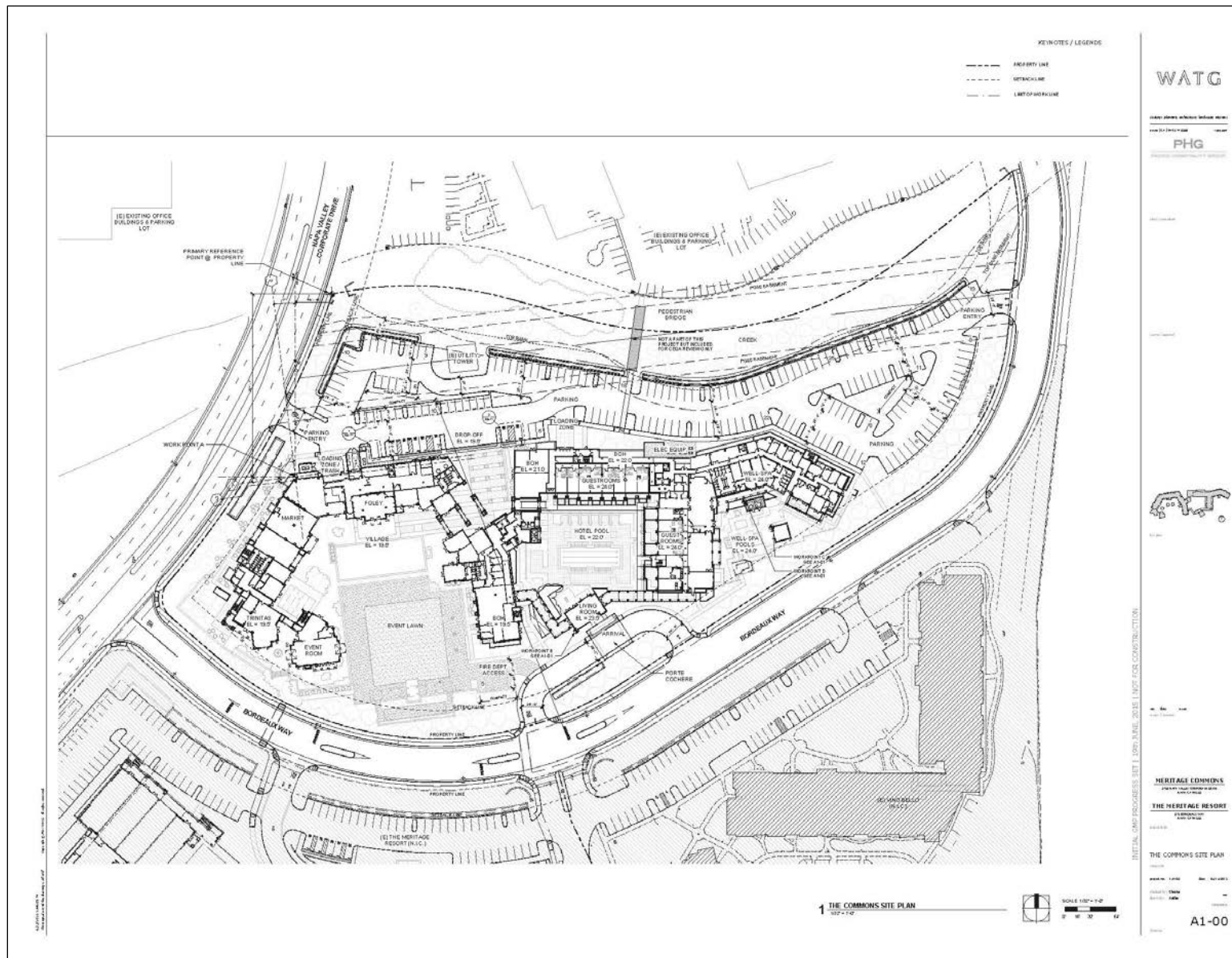


Exhibit 8 – The Commons Site Plan



Exhibit 9 – The Commons Aerial Illustration

Wellness Zone

The Wellness Zone will be located on the eastern side of the site and will include a state-of-the-art spa focusing on water therapy. There will be approximately 12 spa treatment rooms, and the Wellness Zone will feature an outdoor fireplace, plunge pools, a whirlpool, gardens, and an outdoor treatment pavilion. Guest rooms will be located in this area.



Hotel Zone

The Hotel Zone will be located near the middle of the site and consists of a lobby or “living room,” two back of house areas, an outdoor pool area, and guest rooms. The Hotel Zone will have access directly from the porte-cochere, and will serve as a central location on The Commons side of the hotel.



Village

The Village area is located on the western portion of the site and includes the relocated Trinitas Tasting Room, an exhibition kitchen, a small market, and additional break out spaces for gathering and meeting areas, tasting rooms, or other accessory uses. The existing Trinitas Tasting Room located in the Estate Cave at Meritage will be repurposed, likely providing additional meeting space. The relocation of the Trinitas Tasting Room to the Village at The Commons will provide a consolidated area for enhanced guest amenities. The primary tasting room will be approximately 2,200 square feet with several smaller breakout rooms located throughout the Village. The tasting room will include an elevated, or rooftop, terrace connecting to the event room, as depicted below. The tasting room will be approximately 30 feet in height, with a feature tower extending to approximately 53 feet in height.



Event Lawn

The Event Lawn will be a large grassy area situated between the Village and the Hotel Zone, fronting to Bordeaux Way. The Event Lawn is approximately 100 feet by 95 feet (9,450 square feet) in size. A 2,300-square-foot event room and a tasting room will be located west of the Event Lawn, featuring outdoor fireplaces and an elevated terrace. An elongated trellis and a water feature are proposed along the southern side of the lawn and event room, with walkways. Dense landscaping will provide separation from Bordeaux Way and the Event Lawn.

The Event Lawn will function as an outdoor gathering place, where hotel guests may participate in recreation such as bocce ball, croquet, picnics, and chess. The Event Lawn would also serve as a gathering area for festivals, weddings, music, and movies. Depending on the type of function, a special permit may be required. For example, the City requires a permit for the use of amplified sound under Municipal Code §8.08.010. For the purpose of this analysis, it is assumed that regular use of the Event Lawn would be consistent with the provisions of the City's Municipal Code, and events that would otherwise require special permitting will require compliance with use permit conditions. An in depth review of event noise generation is contained in Section XII, Noise.



Building Features

The Commons is generally oriented toward Bordeaux Way, facing the existing hotel. Building heights and mass generally increase from the southern perimeter with the lowest heights nearest Bordeaux Way, advancing across the site, to the north. Buildings placed nearest Bordeaux Way will be one and two stories, with taller buildings located farther away from Bordeaux Way. This stepping back can be seen in east- and west-facing elevations, such as Exhibit 16 through Exhibit 18, Architectural Plans, Elevations. Looking north to The Commons area from Bordeaux Way, the buildings are intended to provide substantial architectural relief and articulation. This is generally achieved through the height differential referenced above. The east and west edges are stepped down and accented with small tower features, in an effort to reduce the overall massing. Windows and outdoor patios are incorporated on the upper floors to provide additional relief.

Building heights in The Commons area would range from 20 feet near Bordeaux Way up to 60 feet towards the rear of the site where the hotel buildings are located. The hotel buildings are typically four stories and range from 55 to 57 feet in height, to peak of roof line. Several tower elements are proposed atop the hotel buildings and not as stand-alone structures. Two tower features with cupolas would extend to a height of approximately 75.5 and 80 feet, with several other tower elements between 40 and 50 feet in height. The tower features are intended to be defining elements of The Commons and would be visible from many locations on- and off-site. The decorative towers would not be occupied or used as habitable space, and require the issuance of a use permit.

Site Access and Circulation

The Commons site will be accessed via four driveways: three along Bordeaux Way and one from Napa Valley Corporate Drive. Along Bordeaux Way, two of the driveways form a loop, one in-bound and one out-bound, accessing the main entrance to The Commons. The third driveway will be located on the northeast portion of the site, providing access to the parking lot. The parking lot at The Commons will provide 193 parking spaces and will span east to west along the northern site boundary. The driveway at Napa Valley Corporate Drive will provide access to the parking lot. The driveway will be limited to right-in, right-out access. Additional Project components include streetscape and sidewalk improvements to Bordeaux Way. Specifically, the proposed improvements include project signage, landscaping, and sidewalks. Roadway improvements include the installation of medians and three crosswalks to allow for pedestrian circulation between Meritage and The Commons, and replacement of the existing bike lane with 73 on-street, public parking spaces on Bordeaux Way.

A pedestrian bridge connecting The Commons parking lot and the parking lot of the office buildings located to the north of the Project site is contemplated as an additional Project feature; however, construction of such a bridge is not anticipated to occur in the near term. Nevertheless, a potential bridge is analyzed for the purpose of disclosing all potentially foreseeable related actions. The pedestrian bridge would span the existing drainage and provide pedestrian-only access for potential off-site parking, which could be pursued by the applicant in the future through an off-site parking agreement. However, there are no agreements currently in place for this property, and off-site parking is not a feature of the Proposed Project.

2. Phase Two

Phase Two, improvements to the existing hotel, are anticipated to be implemented some time following the completion of Phase One, and will include approximately 10,000 square feet of exhibition with support uses to be constructed on a portion of the west parking lot adjacent to the existing facilities, as depicted on Exhibit 10 – Existing/Proposed Site Play Overlay and Exhibit 11 – Exhibition Hall Aerial Illustration. The new 10,000-square-foot exhibition hall and 4,300 square feet of support area will require the loss of 101 parking spaces on the existing hotel site. The new exhibition hall would include an outdoor pre-function area bordered by leafy trees to provide a more intimate function space, as shown on Exhibit 12 – Exhibition Hall Conceptual Illustration. The exhibition hall would be approximately 34.5 feet high, with a tower feature extending to a height of 44 feet, 1 inch.

Changes to vehicular circulation at the existing porte-cochere are proposed to provide a greater sense of arrival and to better accommodate existing shuttles and buses that access the site, as shown on Exhibit 13 – Arrival Enhancements. The redesigned porte-cochere will replace 56 parking spaces from the front of the hotel with an entry lane defined by decorative pavers, sidewalks, and a valet pick up and drop off area.

A minimal redesign of the southern parking area is proposed to eliminate vehicular through traffic, and enhance pedestrian circulation to the cave area. While vehicular access will no longer be permitted, through emergency access will be maintained in this area. Enhancements are also proposed to the existing pool area, including reorienting the pool for space efficiency, new landscaping, and a redesigned pool deck with lounges and cabanas for guest use.

Meritage will maintain and promote the existing shuttle service which brings guests to restaurants and businesses located in the downtown Napa area.

3. Signage

The Project proposes additional on-site and off-site signage. The Project signs would be informational and directional and advisory, and subject to the City's discretionary approval process. There will be a variety of signs within the interior of the hotel site. Sign materials will primarily consist of recycled wood surfaces with graphics applied via direct paint.

In addition to interior signs, several signs will be positioned on site to be viewed from the street and sidewalks. These signs include an entry wall sign at the northeast corner of Napa Valley Corporate Drive and Bordeaux Way, a project identification sign along Bordeaux Way and several directional signs. The entry wall sign is proposed to be located on a landscape wall and constructed of wood panel with a wrought iron frame and decorative bracket details and will be approximately three feet high by 15 feet long. The project identification sign proposed along Bordeaux Way at the first crosswalk, is proposed to be constructed of a vertical wrought iron I-beam post with suspended horizontal wood panels, and armature and "sliding door" bracket hardware and will be approximately nine feet in height and three feet in width. Several primary directional signs are proposed around the perimeter of the Proposed Project site along Bordeaux Way. These signs would consist of vertical wrought iron I-beam posts with a wood signs and horizontal armature bases, approximately ten feet in height and three feet in width. The majority of the signage is proposed as part of Phase One. Additional directional signage related to vehicular circulation and the exhibit hall is also proposed as part of Phase Two.

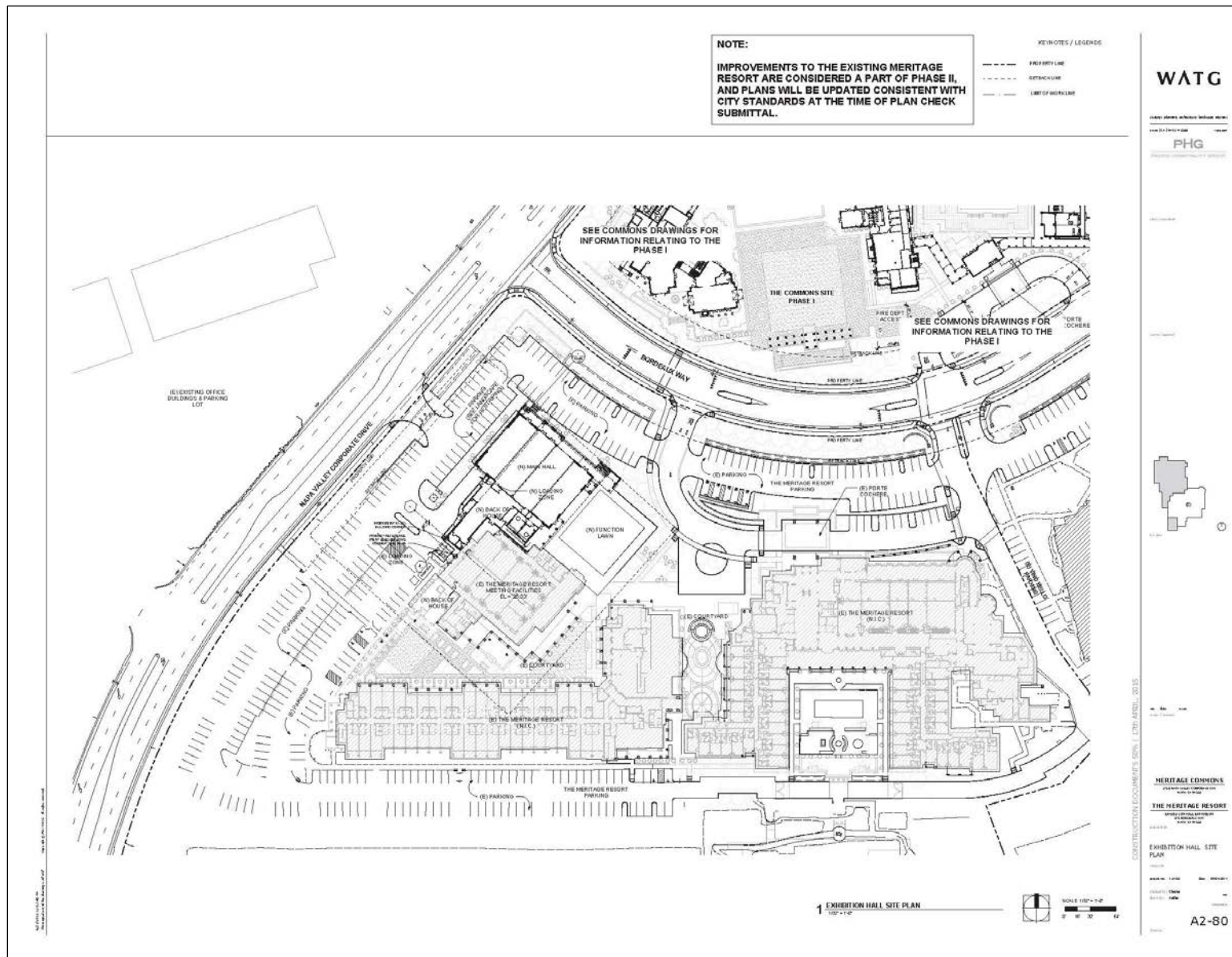


Exhibit 10 – Existing/Proposed Site Play Overlay



Exhibit 11 – Exhibition Hall Aerial Illustration



Exhibit 12 – Exhibition Hall Conceptual Illustration



Exhibit 13 – Arrival Enhancements

4. General Plan and Zoning

The City's General Plan designation for the existing hotel and the vacant site is Corporate Park (CP) and the zoning designation is Industrial Park (IP-A), which allow for hotels, including accessory retail, restaurant, and conference center uses subject to a Conditional Use Permit. The surrounding land use includes a wide variety of office and light industrial uses. The entire Napa Valley Commons is designated CP in the General Plan, and is largely designated IP-B to the east of Napa Valley Corporate Drive, and IP-C to the west of Napa Valley Corporate Drive. The Project site is located within the Airport Compatibility Overlay District and the Project will require referral to the Airport Land Use Commission for a compatibility determination.

5. Construction Schedule

The Proposed Project will be implemented in two phases, with the construction of The Commons as Phase One and renovations and expansion of the existing hotel, including the exhibition hall and driveway circulation upgrades, as Phase Two. Phase One is anticipated to last for approximately 21 months. Work at The Commons site will include general site work and building construction. Site work is anticipated to last 435 days, including 15 days for grading, 20 days for site preparation and infrastructure, and 400 days for the construction of the parking lot and overall landscaping. Building construction, including interior and exterior work, at The Commons is anticipated to last 420 days.

Construction activities at the existing hotel will commence as a second phase after the construction of The Commons. Although Phase Two could potentially start several years after Phase One, for the purposes of environmental documentation, Phase One and Phase Two are analyzed together. Phase Two construction is anticipated to last approximately 12 months, including 250 days for general site preparation and 220 days for building construction.

6. City Approvals Required

The Proposed Project requests the following land use entitlements:

1. Use Permit for a hotel and accessory uses in an IP-A zoning designation per City code section 17.14.020
2. Use Permit for a hotel in ALUCP Zone C per City code section 17.34
3. Use Permit for over-height building features per City Code section 17.52.220(B)
4. Major Design Review per City code section 17.62
5. Use Permit to allow for on-street parking per City code section 17.54.040 (B)
7. Permit for proposed Signage per City code section 15.56
8. Encroachment permit for street improvements per City code section 15.48.070
9. Variance for landscape walls and hardscape features within a setback

7. Other Public Agencies

The Proposed Project may require consideration or approval from the following agencies:

1. Airport Land Use Commission
2. Napa Sanitation District
3. California Department of Fish and Wildlife
4. Caltrans

8. California Environmental Quality Act Compliance

California Public Resources Code §21000 et seq. and the CEQA Guidelines (*California Code of Regulations*, Title 14, Division 6, Chapter 3, §15000 et seq.) identify criteria, standards, and procedures for the preparation of environmental documentation. The CEQA Guidelines use the preparation of an Initial Study (IS) to screen the potential impacts of a Proposed Project. If the IS identifies significant impacts, such as impacts that would lead to significant changes in the natural or man-made environment, CEQA requires that measures be developed to effectively reduce these impacts. A Negative Declaration (ND) or a Mitigated Negative Declaration (MND) is prepared pursuant to CEQA Guidelines §15070 when:

1. The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or
2. The Initial Study identifies potential significant effects but:
 - a. Revisions in the project plans or proposal made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and
 - b. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The IS for the Meritage Resort and Spa Proposed Project was prepared in accordance with CEQA Guidelines §15063, which governs the preparation of Initial Studies. The IS finds that the Proposed Project would not result in any significant environmental impacts with implementation of mitigation; all of the proposed mitigation measures have been reviewed and accepted by the project applicant prior to the release of this document for public review.

Policy Resolution 27 for standard mitigation measures and conditions of approval for all development projects within the City of Napa was adopted by City Council on August 4, 1992 and most recently amended on December 3, 2002. Standard mitigation measures herein are per Policy Resolution No. 27.¹

CEQA Guidelines §15367 defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a Project. The City of Napa is the Lead Agency for the Proposed Project. If this IS/MND is approved by the City of Napa, responsible and trustee agencies with approval authority over the Project will use this IS/MND as the CEQA compliance document in their decision-making process.

CEQA Guidelines §15152 - Tiering - provides for use of previously certified EIRs for analysis of issues contained in a broader EIR (e.g. General Plan EIR, Program EIRs, Master EIRs). Tiering is defined as coverage of “general matters” and effects in an EIR for a policy, plan, program or ordinance, followed by narrower or site-specific environmental analysis that incorporates prior analyses by reference (*California Public Resources Code* §21068.5). Discussions from the broader EIR can be incorporated by reference in a later EIR or negative declaration where analysis is provided solely on the issues related to the specific project. CEQA strongly encourages the tiering of EIRs, which “shall be tiered whenever feasible, as determined by the lead agency.” (*Public Resources Code* §21093(b)). Per §15152(e), tiering is limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located. Section 15152 (d) states:

¹ A Policy Resolution of the City Council of the City of Napa, State of California, Amending Standard Mitigation Measures and Conditions of approval for All Development Projects within the City of Napa; August 4, 1992.

Where an EIR has been prepared and certified for a program, plan, policy or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy or ordinance should limit the EIR or negative declaration on the later project to effects which:

- 1) Were not examined as significant effects on the environment in the prior EIR; or*
- 2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.*

The City's General Plan Program EIR (PEIR) considered the anticipated growth and build-out of the project vicinity based on the industrial park designation for the Project site and the surrounding area. The proposed Meritage expansion project is consistent with the City's General Plan and Zoning designations. Hotels and accessory support uses are permitted within the IP-A zoning district. In addition, the immediately surrounding area which consists of office and industrial development is consistent with the industrial park designation and contributions to environmental impacts based on the anticipated development of the entire area were identified and mitigation was provided. A Statement of Overriding Considerations was adopted for the PEIR where mitigation was not available or sufficient to reduce impacts to less than significant. Specifically, the PEIR identified a significant, unavoidable impact for predicted LOS F operating at the intersection of SR 12-29/SR 221/Soscol Ferry Road and adopted a Statement of Overriding Considerations. As described in Section XVI, Transportation and Traffic, the project would contribute to these anticipated impacts but would not involve in any new or more severe environmental effects at this location than were predicted in the PEIR.

In addition, the Project site was within the Airport North Industrial Area Specific Plan (also identified as the Napa Valley Corporate Park Specific Plan, which was rescinded in 2014²) which served to regulate development of the area within its jurisdiction. The Airport North Industrial Area Master EIR identified impacts to the project vicinity, including significant, unavoidable impacts to the intersection of SR 12-29/SR 221/Soscol Ferry Road and to the entire segment between SR 29 south to Jameson Canyon. Again, the EIR concluded that even with planned improvements to the intersection, impacts would remain unavoidable and a Statement of Overriding Considerations was adopted. The Napa Valley Corporate Park has been developed consistent with the general land use intensity identified within the Specific Plan.² Again, the project would contribute to these predicted effects, but would not result in new or more severe impacts. There are no new impacts to this intersection that were not previously identified and analyzed and a Statement of Overriding Considerations was adopted for the specific impacts related to the General Plan PEIR and the Airport North Industrial Area Master EIR.

In addition, development of the Meritage Resort and Spa, which was originally approved as the Buena Vista Hotel, was analyzed in an Initial Study/ Mitigated Negative Declaration (IS/MND) adopted by the City in 2000. The IS/MND identified an impact in the area of Transportation and Traffic due to the cumulative impacts on the City's arterial and collector street system and in particular to the intersection of SR 12-29/SR 221/Soscol Ferry Road. The IS/MND referenced the analysis provided in the Master EIR for the Airport North Industrial Area in which traffic impacts were analyzed and disclosed. In 2008, another IS/MND was prepared for the Meritage Expansion project. That IS/MND identified the same impact relative to SR 12-29/SR 221/Soscol Ferry Road. In March 2015, Caltrans released a draft EIR analyzing improvements to this area, identified as the SR 29/221 Soscol Junction Improvement Project. That draft EIR identifies that the intersection is currently operating at capacity

² The purpose of the Specific Plan was to allow for the orderly development of the area including expansion of utilities and a well-planned circulation system immediately after the annexation of the land into Napa's city limits. In June 2014, the City concluded that the primary goals and objectives of the Specific Plan had either been achieved or effectively incorporated into other planning documents and the Specific Plan was rescinded in conjunction with a Zoning Text Amendment application.

and that projected future volumes will far exceed the existing capacity. The City previously determined that the traffic impacts of both the original hotel and the prior expansion project would be adequately addressed by the payment of fair share mitigation fees related to the individual project contribution to the intersection. The City maintains a dedicated accounting of all fair share fees paid for impacts to the SR 12-29/SR 221/Soscol Ferry Road. Fair share fees will ultimately be utilized for contribution to the SR 12-29/SR 221/Soscol Ferry Road improvements.

As noted, the proposed Project is consistent with the General Plan vision for the area. This Initial Study/Mitigated Negative Declaration for the Meritage Commons project is tiered from the General Plan PEIR previous analyses for environmental impacts, particularly in the area of traffic, which was identified as a significant cumulative impact at the intersection of SR 12-29/SR 221/Soscol Ferry Road. The Statement of Overriding Considerations for the General Plan PEIR concluded, per CEQA §15093, that the benefits of the development envisioned in the General Plan outweighed the unavoidable adverse environmental effects and the adverse environmental effects were considered acceptable. The General Plan PEIR, including the Statement of Overriding Considerations, can be reviewed at the City of Napa Planning Department office.

CEQA Guidelines §15183

CEQA Guidelines §15183 – Projects Consistent with a Community Plan, General Plan or Zoning -- states that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. Consistent with CEQA Guidelines §15183 (d)(1) section is only applicable to projects that meet the following conditions:

- (1) The project is consistent with:
 - (A) A community plan adopted as part of a general plan,
 - (B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or
 - (C) A general plan of a local agency, and
- (2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

In this instance, the Proposed Project is consistent with the City's General Plan as further detailed herein and the City certified a Program EIR for the General Plan. As identified above, the PEIR identified a significant, unavoidable impact related to the intersection of SR 12-29/SR 221/Soscol Ferry Road. While CEQA Guidelines §15183 (c) does not require an additional EIR because the impact has already been addressed as a significant impact, the IS/MND does provide analysis related to the Proposed Project's fair share contribution and provides a mitigation measure requiring such payment. Mitigation was included for prior Meritage hotel projects to require the payment of fair share fees to implement future roadway improvements. These proportionate fair shares are a part of a "reasonable plan of actual mitigation that the relevant agency commits itself to implementing."³ In March 2015 Caltrans distributed a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the Soscol Junction project (SR 12-29/SR 221/Soscol Ferry Road) and is committed to allocate or has already allocated design funding. While construction money is not yet in place, the Napa County Transportation and Planning Agency (NCTPA) is pursuing project funding and considers Soscol Junction a high priority project. The Draft EIR/EA identifies an "opening year" of 2019 and anticipates project completion within 4 to 6 years. As detailed above, the City maintains an accounting of all fair share fees

³ *Anderson First Coalition v. City of Anderson* (2005), 130 Cal App 4th 1173, 1187.

collected for the SR 12-29/SR 221/Soscol Ferry Road improvements and the City's fair share fee collection would contribute to local match funds for project funding that will be largely from federal, state, and regional sources. Therefore, a precedent for mitigating proportionate shares for impacts to traffic have been established by the City and a reasonable plan of actual mitigation is in place, which, when applied to the proposed Project, will reduce impacts to less than significant.

As indicated, the City's General Plan PEIR and the Airport North Industrial Area Master EIR considered the land use intensity proposed for the project site and immediate vicinity. The General Plan and Airport EIRs both identified significant impacts to the intersection of SR 12-29/SR 221/Soscol Ferry Road and concluded that even with mitigation, the impacts would remain unavoidable. CEQA Guidelines §15183(c) does not require additional environmental review that would be considered repetitive where an impact is not peculiar and further concludes that "*an additional EIR need not be prepared for the project solely on the bases of that impact*" (*emphasis added*). The impact to the intersection of SR 12-29/SR 221/Soscol Ferry Road is related to the cumulative condition and the Level of Service remains the same both with and without the Proposed Project. The impact is not peculiar because the incremental contribution of trips in the cumulative condition was disclosed in every major CEQA document prepared for a project area including the General Plan PEIR and the Airport North Industrial Area Master EIR. Therefore, it is not necessary to prepare an additional EIR and to adopt an additional Statement of Overriding Considerations for a single cumulative impact which has already been identified and addressed in previous environmental documents.

Prior CEQA Documentation

The Proposed Project is within Napa Valley Commons, and was first analyzed in 1981 in the Airport North Master Plan EIR. Each of these documents is incorporated by reference. In 2000, the City of Napa adopted a Negative Declaration for the construction of the existing Meritage hotel, previously called Buena Vista. The most recent environmental document is a Negative Declaration for the expansion of the hotel, adopted by Planning Commission resolution in 2008. The City's 1998 General Plan PEIR is relied upon as it pertains to traffic impacts.

9. Preparation and Processing of Mitigated Negative Declaration

The City of Napa, Community Development Department, directed and supervised the preparation of this IS/MND. Although prepared with assistance of the consulting firm CAA Planning, Inc., the content contained within and the conclusions drawn by the IS/MND reflect the independent judgment of the City of Napa.

This IS/MND and a Notice of Intent (NOI) to adopt the IS/MND will be distributed to the following entities for a 30-day public review period:

1. Organizations and individuals who have previously requested such notice in writing to the City of Napa;
2. Direct mailing to the owners of property contiguous to the Project site and property owners within a 500-foot radius as shown on the latest equalized assessment roll (NOI only);
3. Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the Proposed Project);
4. The County of Napa Clerk; and
5. The California Office of Planning and Research, State Clearinghouse, for review by state agencies.

The NOI identifies the location(s) where the MND and its associated Mitigated Monitoring and Reporting Program and Technical Appendices are available for public review. In addition, notice of the public review period also will occur via posting of a notice on- and off-site (at City Hall) in the area where the Project is to be located, and publication in a newspaper of general circulation in the Project area. The NOI also establishes a 30-day public review period during which comments on the adequacy of the MND document may be provided to the City of Napa Community Development Department.

Following the 30-day public review period, the City of Napa will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the IS/MND document. If substantial revisions are not necessary (as defined by CEQA Guidelines §15073.5(b)), the IS/MND will be finalized and forwarded to the City of Napa Planning Commission for review as part of their deliberations concerning the Proposed Project. The City's Planning Commission will consider the Proposed Project and the adequacy of this IS/MND at a public hearing. If the IS/MND is approved, the Planning Commission will adopt findings relative to the Project's environmental effects as disclosed in the IS/MND and a Notice of Determination (NOD) will be filed with the County of Napa Clerk.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. The City's standard mitigation measures adopted via Policy Resolution No. 27 are applied as appropriate, even when a significant impact has not been identified. This IS/MND prescribes special mitigation measures to reduce all potentially significant impacts to a less than significant level.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology & Water Quality |
| <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation & Traffic | <input checked="" type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

CEQA Determination

- The Proposed Project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- Although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The Proposed Project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Fish and Wildlife Fee Determination

Based on the information in this initial evaluation, analysis has been necessary to determine if wildlife resources or the habitat upon which they depend may be impacted and mitigation measures have been imposed; therefore, even though the effect is satisfactorily mitigated, the Project is subject to the Fish and Game Environmental Fee which shall be paid upon filing of a Notice of Determination for the Project.

A Notice of Mitigated Negative Declaration will be prepared and posted for the period of August 5 2015 to September 3, 2015.

Prepared by


Ken MacNab, Planning Manager


Date

Environmental Checklist

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
I. Aesthetics				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

1. Discussion

The proposed hotel expansion includes The Commons, which will be constructed on a vacant 9.3-acre parcel across the street from the existing hotel. The Commons will provide 134 new guest rooms with amenities, in addition to the 325 rooms at the existing hotel. The Project also proposes a new approximately 10,000-square-foot exhibition hall with support uses on an existing parking lot on the existing hotel site.

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact

The City General Plan does not identify scenic vistas within the City limits or surrounding the Proposed Project. The Grape Crusher is a scenic vista, identified by the County of Napa General Plan, and is located immediately south of the existing hotel site. The existing hotel maintains a pedestrian pathway from the hotel site, through a small vineyard area, to the Grape Crusher statue. Vehicular access to the Grape Crusher is maintained from Vista Point Road, and the existing hotel and the VINO Bello Resort sit between the proposed expansion site and the Grape Crusher statue. In addition, the geography of the site is such that there is an extensive grade differential from where the hotels are situated and the top of the hill, which extends up to the scenic area. This grade differential screens the existing hotel from the view of travelers along SR 29. Views of the Grape Crusher statue will not be affected or altered. However, The Commons will be in view from the Grape Crusher statue. While views from the Grape Crusher will be affected, the project site is graded and the vicinity is developed with industrial uses, and views of this area would not be adversely affect. Therefore, the Proposed Project would have a less than significant effect on a scenic vista. A photograph of the Grape Crusher is included as Exhibit 14. No other scenic vistas are located within the project area.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact

The Proposed Project will expand an existing hotel onto a vacant previously-graded property located immediately across the street. No scenic resources, including trees, rock outcroppings, or historic buildings located within a state scenic highway are on the existing hotel site or within The Commons. Therefore, the Proposed Project would have no impact on any scenic resources.



Exhibit 14 – Photograph of Grape Crusher Statute

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact

The Proposed Project is located within Napa Valley Commons, which is significantly built-out as a corporate park; the adjacent property to the east and the southern portion of the project site are currently developed with hotel uses similar to the Project. Project design is consistent with existing development, architectural design, and City zoning code design standards. The Project proposes changes in the existing aesthetics environment, but will not adversely impact the visual character or quality of the site and its surroundings.

The visual concept for The Commons carries over Tuscan design elements from the existing hotel. Although the architectural character is similar in concept, The Commons has been designed with updated and contemporary features by incorporating materials that are commonly found in homes, towns, and wineries in the area. The mainly four-story hotel structures are designed with step down end wings to minimize massing, feature towers to accentuate landmarks, provide under building breezeways to create passageways to gardens and parking, and stand-alone structures to provide specialty interest in the complex. Proposed materials include stone, cobblestone, decomposed granite, wood, and more contemporary materials such as concrete, steel, and glass, as shown on Exhibit 15 – Materials Board.

Each hotel area in The Commons, as shown on Exhibit 7 – Master Site Plan (page 15), will have design elements incorporated into their functionality. The building façade at The Commons will be constructed of painted stucco at above ground levels and will have a real stone veneer at the ground level.

Several rooftop elevations will consist of a combination of standing seam metal roofs at the higher elevations and concrete tile roofs at lower elevations. The hotel's balconies will be enclosed with painted metal railings. The lower building elevations will have painted metal trellises adjoining the building, while the higher elevations will have wood columns extending to wood trellises, with wood rafter tails incorporated at intermittent locations. Other design features include decorative metal screens, an aluminum storefront system, and building trim, proposed to include a stone base trim and a precast trim elsewhere.

The proposed hotel areas have been designed to create a sense of unity for the two sites. Vehicular and pedestrian access will connect the existing site to The Commons living room area and guest services, which are located in the Hotel Zone. The Wellness Zone and the Village are situated on either side of the Hotel Zone, to the east and west, respectively, with the Event Lawn extending from the Hotel Zone and the Village Zone towards the south, as shown on the architectural plans in Exhibit 16 through Exhibit 18. The cupola, which is an architectural feature of the Village, is designed to extend to 75.5 feet, which exceeds the City's height limit of 50 feet. Further discussion is included in the Land Use section of this report (starting on page 121).

A new exhibition hall will be constructed on the existing hotel site in a portion of the western end of the parking lot. Its design and materials will complement the existing hotel concept, and the hall includes a pre-function area for events, as shown on Exhibit 11 (page 25) and Exhibit 12 (page 26). The presence of the exhibition hall on the western end of the property will enhance the aesthetics quality of the hotel, as it will replace paved parking spaces.

In addition to the renovation and expansion, the Proposed Project includes an extensive landscape plan, as shown on Exhibit 19– Landscape Plan. The proposed landscaping has been designed to comply with the Zoning Code design regulations, and will enhance the overall aesthetics and shield building massing from the adjacent roadways. The required 35-foot setbacks from roadways have been observed, and all plans will be submitted to the City for compliance and approval.

Initial Study of Environmental Significance

CHARACTER IMAGERY

- 1 REAL STONE VENEER
- 2 PAINTED STUCCO
- 3 STANDING SEAM METAL ROOF
- 4 CONCRETE TILE ROOF
- 5 STONE BASE TRIM
- 6 PRECAST TRIM
- 7 METAL RAILING
- 8 PAINTED METAL TRELLIS
- 9 DECORATIVE METAL SCREEN
- 10 WOOD COLUMN
- 11 WOOD TRELLIS
- 12 WOOD RAFTER TAILS
- 13 ALUMINIUM STORE-FRONT SYSTEM

1 REAL STONE VENEER

2 PAINTED STUCCO

3 STANDING SEAM METAL ROOF

4 CONCRETE TILE ROOF

5 STONE BASE TRIM

6 PRECAST TRIM

7 METAL RAILING

8 PAINTED METAL TRELLIS

9 DECORATIVE METAL SCREEN

10 WOOD COLUMN
WOOD TRELLIS
WOOD RAFTER TAILS

13 ALUMINIUM STORE-FRONT SYSTEM

PHG
PACIFIC HOSPITALITY GROUP

WATG
designing destinations

MERITAGE COMMONS
NAPA VALLEY

Materials and Concept Images

Exhibit 15 – Materials Board

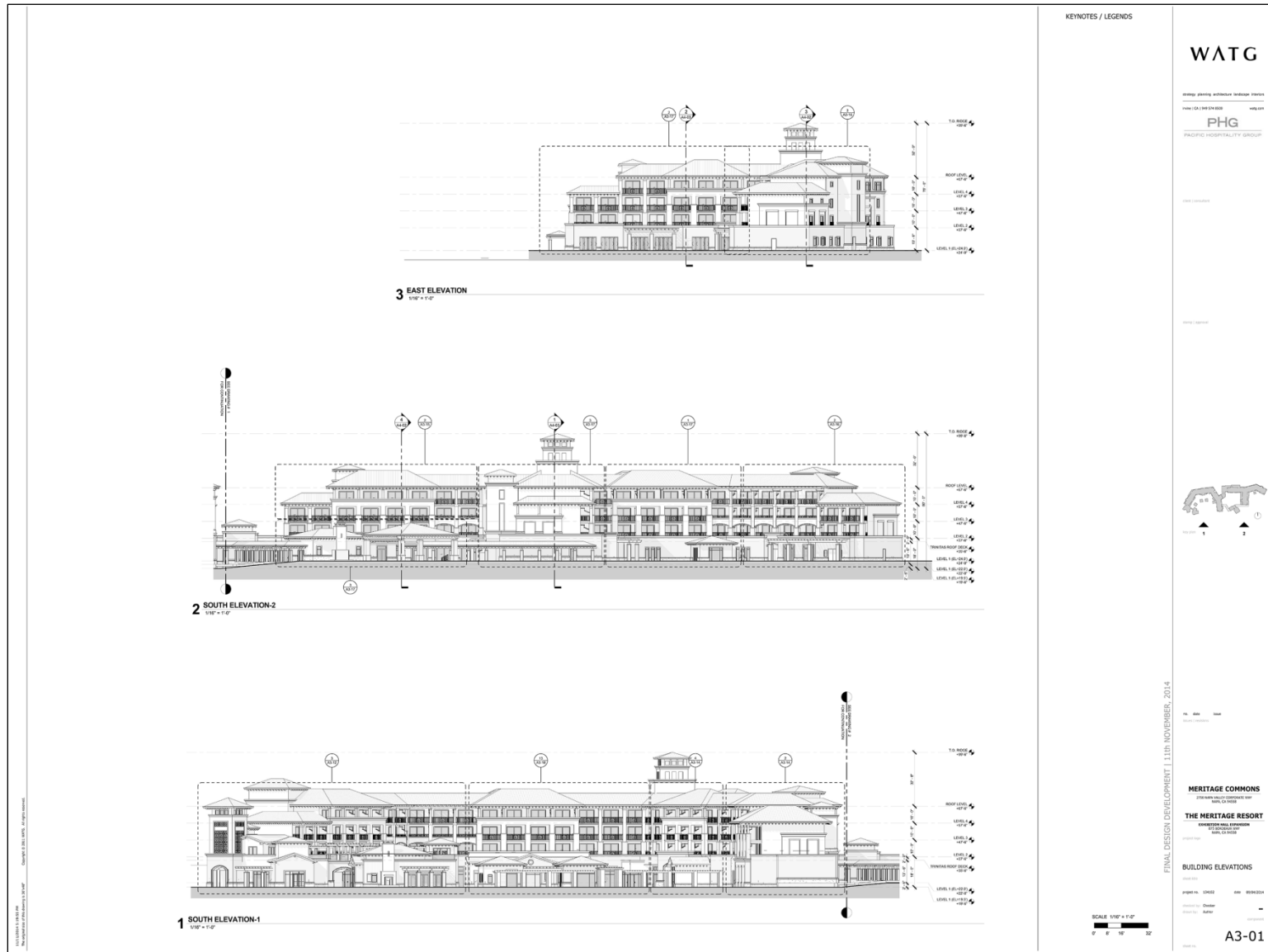


Exhibit 16 – Architectural Plans, Building Elevations

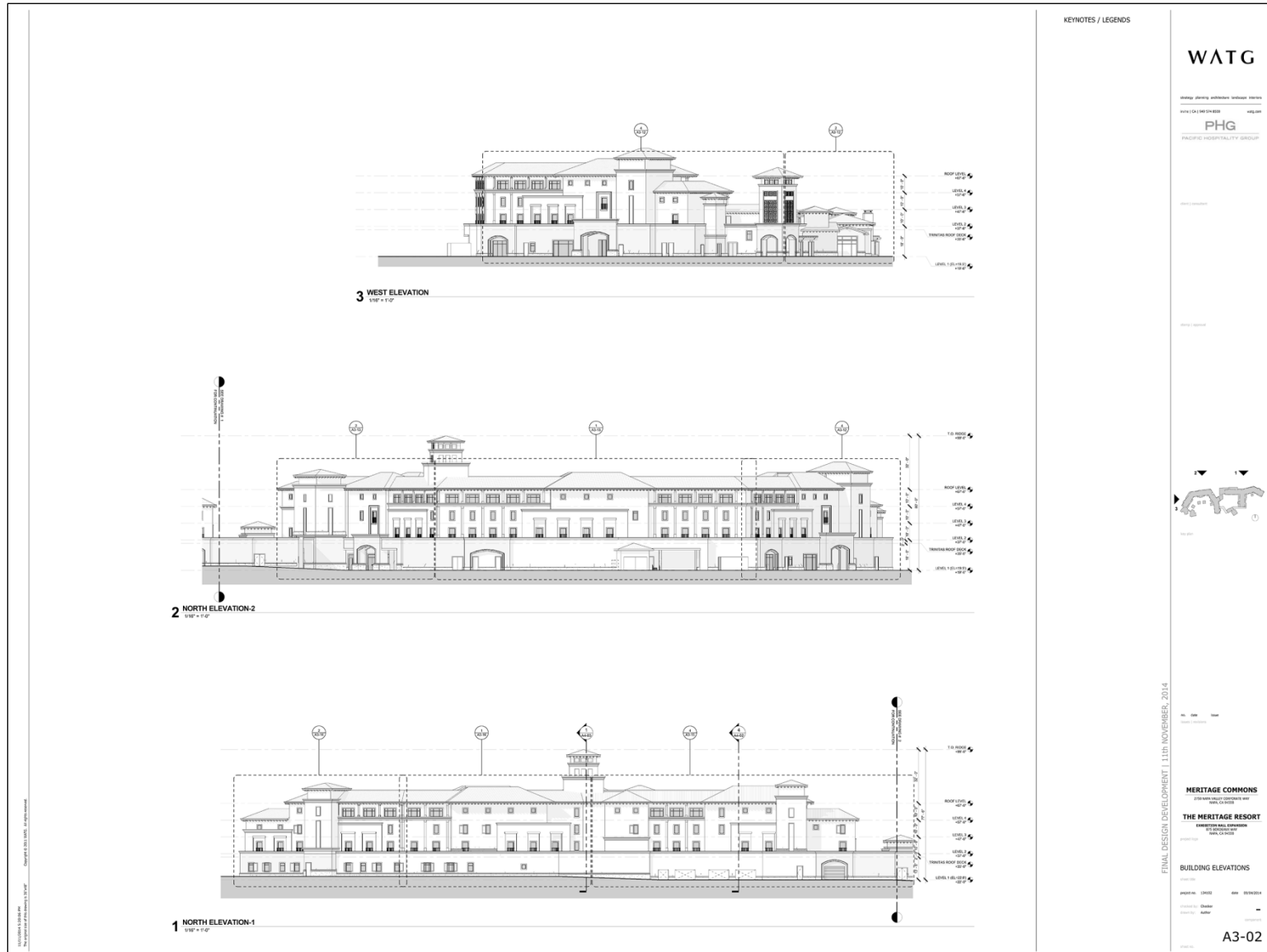


Exhibit 17 – Architectural Plans, Building Elevations

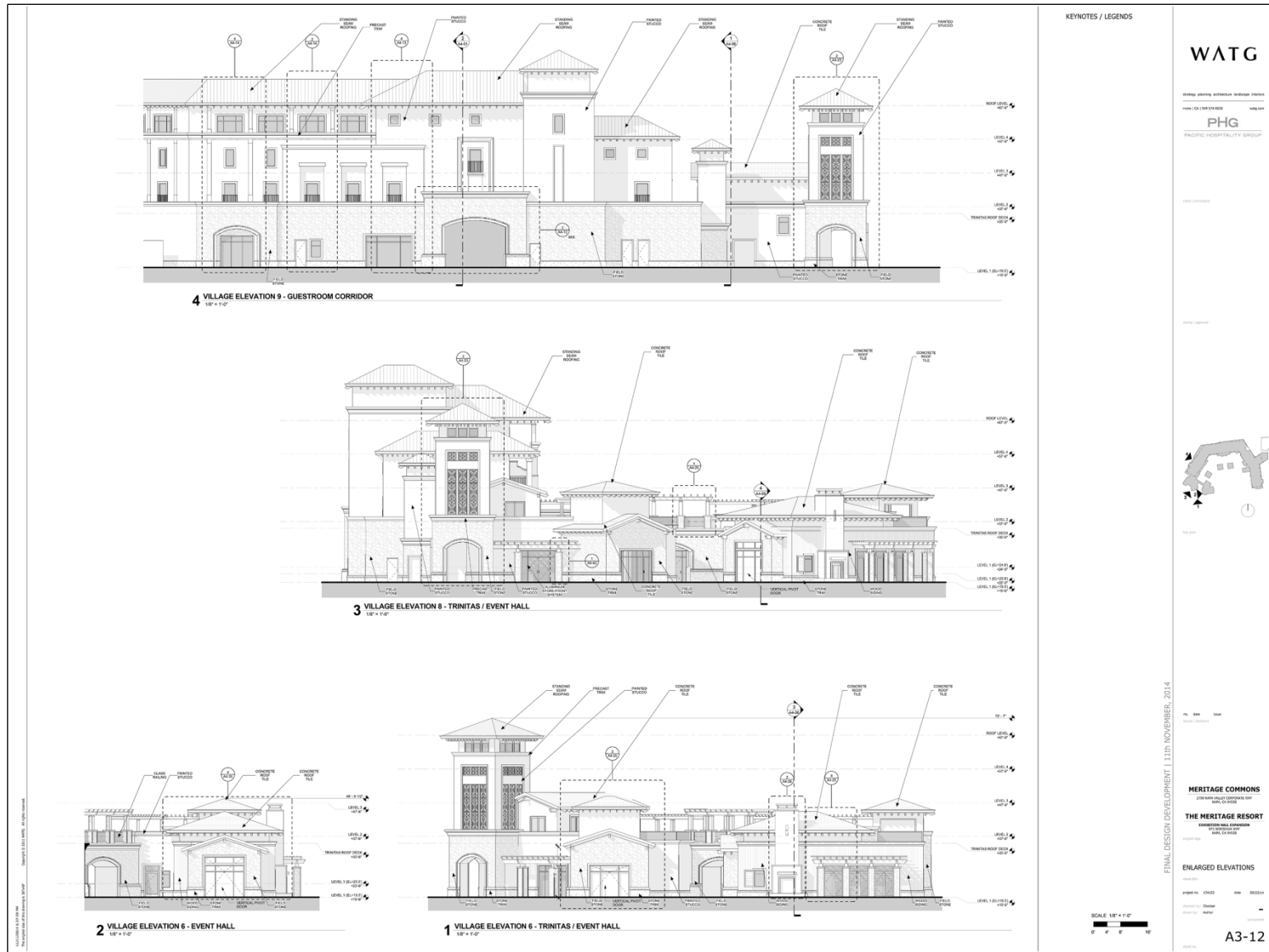


Exhibit 18 – Architectural Plans, Enlarged Elevations



Exhibit 19 – Landscape Plan

3. Special Mitigation Measures

None required. The Proposed Project will not involve a significant effect on recreation resources.

4. Conclusion

The Proposed Project will have a less than significant impact on recreation. The Proposed Project includes extensive on-site amenities and recreational opportunities for hotel guests. There are no recreational facilities in the Project area that could be potentially impacted, and the Proposed Project does not contemplate or necessitate the use or addition of recreational facilities.

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
XVI. Transportation and Traffic				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

1. Discussion

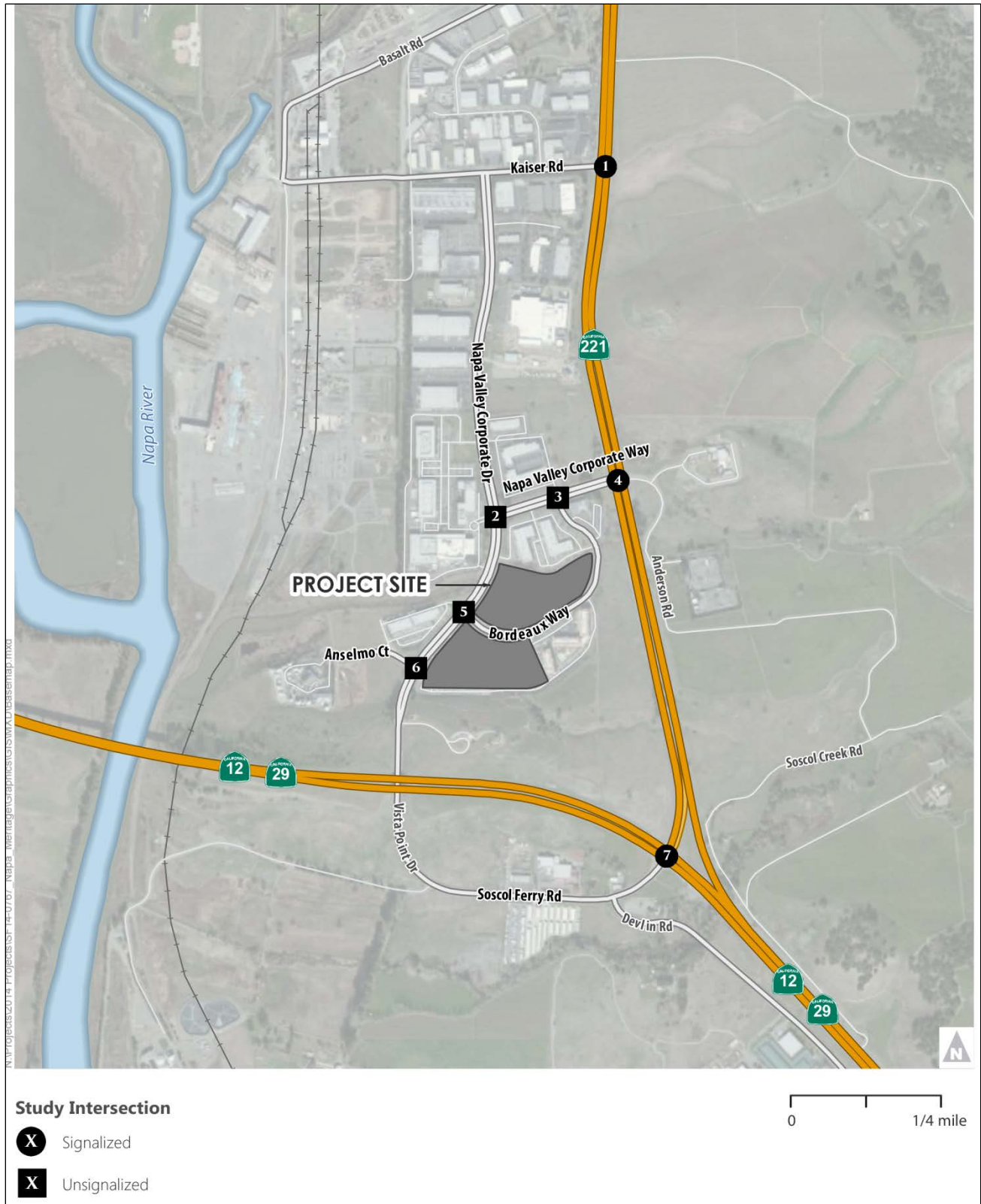
A Transportation Impact Study (TIS) was prepared for the Proposed Project by Fehr & Peers dated June 2015. The TIS analyzed existing and horizon year (2035) traffic conditions with and without Project implementation as well as cumulative impacts due to the Project when combined with reasonably foreseeable projects both planned and under construction. The TIS is included in its entirety herein as Appendix I.

The TIS included seven intersections within the study area as shown on Exhibit 44 – Project Site and Study Intersections. The intersections were identified in consultation with City of Napa Public Works staff. The intersections include:

1. SR 221 (Napa Vallejo Highway)/Kaiser Road
2. Napa Valley Corporate Way/Napa Valley Corporate Drive
3. Napa Valley Corporate Way/Bordeaux Way
4. SR 221 (Napa Vallejo Highway)/Napa Valley Corporate Way
5. Napa Valley Corporate Drive/Bordeaux Way
6. Napa Valley Corporate Drive/Anselmo Court
7. SR 12-29/SR 221/Soscol Ferry Road

The study intersection analysis was performed under the following scenarios using the data listed:

- **Existing Conditions** – represents existing traffic volumes for the AM, PM and Weekend peak hours.
- **Existing Plus Project Conditions** – represents existing conditions traffic volumes plus Project-generated traffic.



Source: Transportation Impact Study: Napa Meritage Resort Expansion (Third Draft); Fehr & Peers; January 2015

Exhibit 44 – Project Site and Study Intersections

- **Cumulative (Year 2035) Conditions** – represents future year 2035 conditions based on the build-out of Proposed Projects within the City of Napa and build-out of the 2030 Napa County General Plan for land uses external to the City. The cumulative conditions scenario includes year 2035 land use projects and roadway improvements in the City and County that have been fully programmed and funded.
- **Cumulative (Year 2035) Plus Project Conditions** – represents Cumulative (Year 2035) conditions traffic volumes plus project-generated traffic.

The TIS analysis considered the existing hotel (325 hotel rooms) and ancillary facilities, the proposed Meritage Commons (134 hotel rooms) and ancillary facilities, the adjacent Vino Bello Resort (182 short-term rentals), the existing development in the immediate vicinity, and planned future development (cumulative impacts). The Project also includes updates to the existing hotel including a new approximately 10,000-square-foot exhibition hall, additional landscaping, and updated circulation.

Requirements set forth by the City of Napa, the Napa County Transportation and Planning Agency (NCTPA), and Caltrans were adhered to as study intersections are located within each jurisdiction. A detailed summary of these requirements is contained with the Traffic Study. Impacts on transportation and circulation are considered significant if the Proposed Project would result in impacts related to the significance criteria in the City of Napa General Plan, the City of Napa Traffic Impact Analysis Guidelines, and the California Environmental Quality Act (CEQA) Guidelines.

The following analysis is based on information in the Transportation Impact Study (Appendix I).

- a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact, Mitigated

Project Characteristics

The Project's trip generation, distribution and assignment and the proposed parking demand are described below to evaluate the Project impacts on the surrounding transportation network.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, was used to determine rates for trip generation forecasts. To present conservative analysis, no discounts were taken from the rates to account for alternative modes, although a shuttle is proposed for operation between the hotel, downtown Napa, and other nearby attractions as part of the Proposed Project. Because the Village, the exhibition hall, and the fitness/spa/VIP space are all primarily intended for use by on-site guests, an internal capture rate of 75% was applied to trips generated by them.

Table 20 summarizes the estimated trip generation for a typical weekday. As shown, the Proposed Project is estimated to generate 1,449 net daily trips, 77 net AM peak hour trips, and 119 net PM peak hour trips.

Table 20 – Project Trip Generation

Land Use	ITE Code	Amount	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Hotel ^a	310	134 rooms	1,095	42	29	71	41	39	80
The Village (tasting room, market, exhibition kitchen) ²	435	21,000 sf	669	4	1	5	41	34	75
Ballroom exhibition hall ^b	435	10,000 sf	321	2	1	3	20	16	36
Fitness/spa/VIP space ^c	492	13,000 sf	428	9	9	18	27	21	48
Subtotal			2,513	57	40	97	129	110	239
Internal Capture for the Village ^d			-502	-3	-1	-4	-31	-26	-56
Internal Capture for the ballroom ^d			-241	-2	-1	-2	-15	-12	-27
Internal Capture for the fitness/spa/VIP space ^d			-321	-7	-7	-14	-20	-16	-36
Total			1,449	45	31	77	63	56	119

Notes:

- Following ITE trip generation average rates used (ITE Code 310 – Hotel):
Daily: $T = 8.92(X)$; AM: $T = 0.53(X)$; Enter = 59%, Exit = 41%; PM: $(T) = 0.60(X)$; Enter = 51%, Exit = 49%
Where X = total rooms, T = number of vehicle trips
- Following ITE trip generation average rates used (ITE Code 435 – Multipurpose Recreational Facility):
Daily: T = 8.92 PM trips (Due to insufficient data for daily trips for ITE Code 435, analysis used assumed the ratio of PM trips to daily trips for ITE Code 492, which is a similar land use.); AM: $T = 0.24(X)$; Enter = 71%, Exit = 29%; PM: $T = 3.58(X)$; Enter = 55%, Exit = 45%
Where X = total square footage (SF), T = number of vehicle trips
- Following ITE trip generation average rates used (ITE Code 492 – Health/Fitness Club):
Daily: $T = 32.93(X)$; AM: $T = 1.41(X)$; Enter = 50%, Exit = 50%; PM: $LN(T) = 0.95 LN(X) + 1.43$; Enter = 57%, Exit = 43%
Where X = total square footage (SF), T = number of vehicle trips
- A 75% internal capture rate was applied to “The Village,” the ballroom, and the fitness/spa/VIP space, which are all comprised of ancillary rather than destination-type uses.

Source: Trip Generation Manual (9th Edition), ITE, 2012, and Fehr & Peers.

Trip Distribution

The trip generation totals calculated for the Project were distributed onto the roadway network. The composite trip distribution was formed by estimating that two-thirds of the trips are visitors and one-third are employees. The table below depicts the composite trip distribution.

Table 21 – Napa Logistics Park Trip Distribution Assumptions

Direction/Gateway	Employee Trip Distribution Percentage	Visitor Trip Distribution Percentage	Composite Trip Distribution Percentage
SR 221 North	36	50	45
SR 12/29 West	15	10	10
SR 12/29 East	49	40	45
Weighting	1/3	2/3	-

Source: Fehr & Peers, 2015.

Trip Assignment

The specific routes that vehicular traffic would use to travel between their origin/destination points and the Project site were estimated based on the general geographic distribution of project-generated traffic. The routes were approved by the City of Napa Public Works Department. The distribution is depicted on Exhibit 45 – Project Trip Distribution.

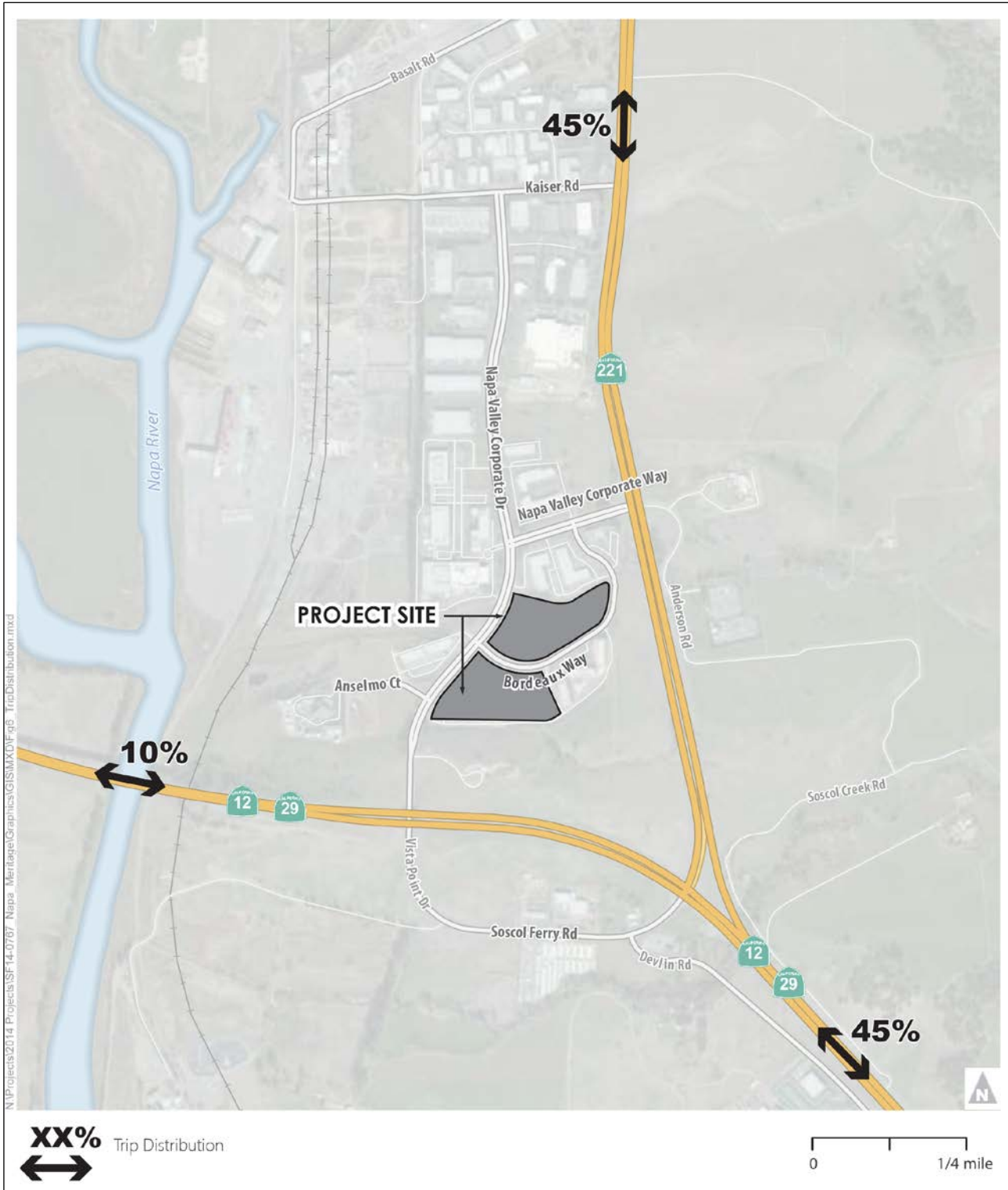


Exhibit 45 – Project Trip Distribution

The table below depicts the Intersection Level of Service Criteria.

Table 22 – Intersection Level of Service Criteria

Level of Service	Driver's Perception and Traffic Operation Description	Signalized Intersection Control Delay per Vehicle (seconds)	Unsignalized Intersection Control Delay per Vehicle (seconds)
A	LOS A is characterized by light congestion. Motorists are generally able to maintain desired speeds on two and four lane roads and make lane changes on four lane roads. Motorists are still able to pass through traffic.	≤ 10.0	≤ 10.0
B	LOS B is characterized by light congestion. Motorists are generally able to maintain desired speeds on two and four lane roads and make lane changes on four lane roads. Motorists are still able to pass through traffic.	>10.0 and ≤20.0	>10.0 and ≤15.0
C	LOS C represents moderate traffic congestion. Average vehicle speeds continue to be near the motorist's desired speed for two and four lane roads. Lane change maneuvers on four lane roads increase to maintain desired speed. Turning traffic and slow vehicles begin to have an adverse impact on traffic flows. Occasionally, motorists do not clear the intersection on the first green phase.	>20.0 and ≤35.0	>15.0 and ≤25.0
D	LOS D is characterized by congestion with average vehicle speeds decreasing below the motorist's desired level for two and four lane roads. Lane change maneuvers on four lane roads are difficult to make and adversely affect traffic flow like turning traffic and slow vehicles. Multiple cars must wait through more than one green phase at a traffic signal. Stop-controlled approach motorists experience queuing due to a reduction in available gaps.	>35.0 and ≤55.0	>25.0 and ≤35.0
E	LOS E is the lowest grade possible without stop-and-go operations. Driving speeds are substantially reduced and brief periods of stop-and-go conditions can occur on two and four lane roads and lane changes are minimal. At signalized intersections, long vehicle queues can form waiting to be served by the signal's green phase. Insufficient gaps on the major streets cause extensive queuing on the stop-controlled approaches.	>55.0 and ≤80.0	>35.0 and ≤50.0
F	LOS F represents stop-and-go conditions for two and four lane roads. Traffic flow is constrained and lane changes minimal. Drivers at signalized intersections may wait several green phases prior to being served. Motorists on stop-controlled approaches experience insufficient gaps of suitable size to cross safely through a major traffic stream.	>80.0	>50.0

Source: Highway Capacity Manual – Special Report 209 (Transportation Research Board, 2000)

a. Existing Traffic Conditions

Intersection turning movement counts were conducted midweek in May and August 2014 during the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak traffic periods. The analysis focused on the 1 hour within each peak period that had the highest traffic volumes at each intersection. Count Adjustment Factors from the Napa Traffic Impact Analysis Guidelines were applied according to the specified day of week and month of year multipliers. The traffic count data sheets are included herein in Appendix I as part of the Transportation Impact Study.

Existing traffic control, lane configurations, AM and PM peak hour traffic volumes, and the Average daily traffic volumes (ADT) at each study intersection are shown on Exhibit 46 – Peak Hour Traffic Volumes and Lane Configurations, Existing (2014) Conditions.

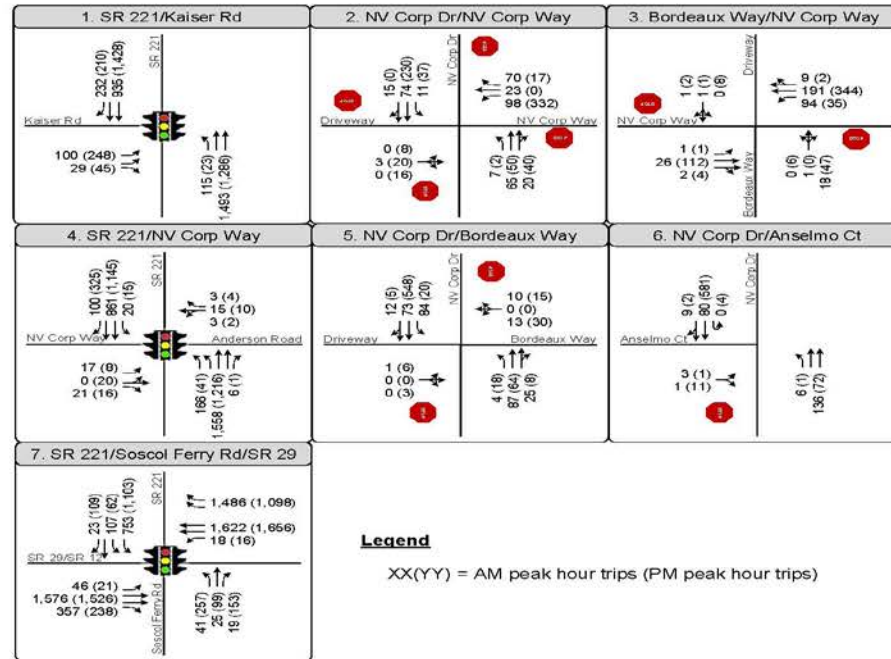


Figure 4
Peak Hour Traffic Volumes and Lane Configurations
Existing (2014) Conditions

Source: Transportation Impact Study: Napa Meritage Resort Expansion (Third Draft); Fehr & Peers; January 2015

Exhibit 46 – Peak Hour Traffic Volumes and Lane Configurations, Existing (2014) Conditions

Field observations were conducted at the times the counts were being completed to verify the calculated operations of the study intersections. No queuing was observed at four study intersections during field observations:

- Napa Valley Corporate Way/Bordeaux Way
- Napa Valley Corporate Way/Napa Valley Corporate Drive
- Napa Valley Corporate Drive/Bordeaux Way
- Napa Valley Corporate Drive/Anselmo Court

Very light queuing was observed at SR 221 (Napa Vallejo Highway)/Kaiser Road and at SR 221 (Napa Vallejo Highway)/Napa Valley Corporate Way. Queues at both intersections amounted to between one and seven vehicles at each approach. Moderate to severe queuing was observed at SR 12-29/SR 221/Soscol Ferry Road. Maximum observed queuing lengths were approximately ten vehicles at the northbound and eastbound approaches, 16 vehicles at the westbound approach, and more than 20 vehicles at the southbound approach.

Signalized Intersections

Signalized intersection traffic conditions and resulting LOS derive from the Highway Capacity Manual (HCM) Special Report 209 (Chapter 16) method, which uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay per vehicle. Control delay is the portion of the total delay attributed to signal operations. Using this method, engineers and planners base the LOS for a signalized intersection on the control delay per vehicle measured in seconds. The existing LOS of the seven study intersections for the AM and PM peak hours is depicted in the table below.

Table 23 – Existing Conditions Peak Hour Intersection Level of Service

Intersection	Traffic Control ^a	AM Peak Hour		PM Peak Hour	
		Delay (sec) ^b	LOS	Delay (sec) ^b	LOS
1. SR 221/Kaiser Road	Signal	<10	A	11	B
2. Napa Valley Corporate Way/Napa Valley Corporate Drive	AWS	<10	A	19	C
3. Napa Valley Corporate Way/Bordeaux Way	SSS	11 (SB)	B	15 (SB)	B
4. SR 221/Napa Valley Corporate Way	Signal	18	B	14	B
5. Napa Valley Corporate Drive/Bordeaux Way	SSS	12 (EB)	B	17 (EB)	C
6. Napa Valley Corporate Drive/Anselmo Court	SSS	<10 (EB)	A	11 (EB)	B
7. SR 12-29/SR 221/Soscol Ferry Road	Signal	55	D	>80	F

Bold = unacceptable LOS

a. Signal = Signalized intersection, SSS = side street stop, AWS = all-way stop

b. Signalized intersection LOS based on average control delay per vehicle and AWS intersection LOS based on total intersection delay, according to the Highway Capacity Manual 2000 (Transportation Research Board 2000). SSS intersection LOS presented for worst approach.

Source: Fehr & Peers, 2014

Intersection Operations

As LOS for all unsignalized intersections was at LOS C or better, the total delay in vehicle-hours was not calculated. Detailed peak hour signalized intersection LOS calculations for existing plus Project conditions are shown in the table below.

Table 24 – Existing Plus Project Conditions Intersection LOS

Intersection	Traffic Control ^a	Peak Hour	Existing			Existing Plus Project			Project Trips
			Delay ^b	Total Delay (veh-hr) ^c	LOS	Delay ^b	Total Delay (veh-hr) ^c	LOS	
SR 221/Kaiser Road	Signal	AM	<10	-	A	<10	-	A	34
		PM	11	-	B	11	-	B	53
Napa Valley Corporate Way/Napa Valley Corporate Drive	AWS	AM	<10	-	A	<10	-	A	7
		PM	19	-	C	19	-	C	12
Napa Valley Corporate Way/Bordeaux Way	SSS	AM	11 (SB)	-	B	11 (SB)	-	B	63
		PM	15 (SB)	-	B	18 (SB)	-	C	98
SR 221/Napa Valley Corporate Way	Signal	AM	18	-	B	23	-	C	63
		PM	14	-	B	23	-	C	98
Napa Valley Corporate Drive/Bordeaux Way	SSS	AM	12 (EB)	-	B	12 (EB)	-	B	17
		PM	17 (EB)	-	C	17 (EB)	-	C	29
Napa Valley Corporate Drive/Anselmo Court	SSS	AM	<10 (EB)	-	A	<10 (EB)	-	A	10
		PM	11 (EB)	-	B	11 (EB)	-	B	17
SR 12-29/SR 221/Soscol Ferry Road	Signal	AM	55 ^d	-	D	57	-	E	44
		PM	>80	-	F	>80	-	F	72

Notes: **Bold = unacceptable operations**

- Signal = Signalized Intersection, AWS = All Way Stop, SSS = Side Street Stop
- Signalized intersection LOS based on average control delay per vehicle and AWS intersection LOS based on total intersection delay, according to the Highway Capacity Manual 2000 (Transportation Research Board 2000). SSS intersection LOS presented for worst approach.
- Total Delay is shown for unsignalized intersections operating at LOS E or LOS F under Existing conditions.
- At this intersection, delay has been rounded up to 55 seconds; however the LOS remains at D.

Source: Fehr & Peers, 2014

b. Project Impact Conclusions

Under Existing Plus Project conditions, all study area intersections operate at LOS C or better, with the exception of SR 12-29/SR 221/Soscol Ferry Road. The intersection of SR 12-29/SR 221/Soscol Ferry Road operates at LOS E during the AM peak hour. Since this intersection operates at between midrange LOS D and midrange LOS E during the AM peak hour under Existing conditions, the increase in delay associated with the addition of Project traffic is not an impact as it does not result in LOS F, and there is no impact.

During the PM peak hour for Existing Plus Project conditions, this intersection operates at LOS F. While the intersection also operates at LOS F under Existing conditions without the Proposed Project, the incremental increase in delay associated with the addition of Project traffic is considered an impact because the Project contributes more than 50 trips during the peak hour. However, in reliance on CEQA Guidelines §15183, this significant impact does not require the preparation of an EIR for the reasons detailed below.

As previously noted herein, the City's General Plan Program EIR and the Airport North Industrial Area Master EIR identified impacts to the intersection of SR 12-29/SR 221/Soscol Ferry Road. In addition, the prior MNDs prepared for the original hotel construction and the subsequent expansion identified a cumulative impact at the same intersection and required the payment of fair share fees in order to offset the impact. The Proposed Project will add 59 trips to the intersection during the PM Peak Hour and the City considers projects with 50 or more Peak Hour trips to be significant. No physical improvements are available to the applicant to create additional capacity for the Proposed Project's incremental trip increase in the cumulative condition at the already impacted intersection. The Proposed Project Traffic Study and this IS/MND provides specific analysis and includes mitigation measure T-6 requiring the payment of a fair share fee related to the Proposed Project's incremental contribution to the intersection. The proportionate shares are part of a reasonable plan of actual

mitigation to which the NCTPA has already committed design funds and identifies as opening in year 2019. The City's fair share fee collection would contribute to local match funds for project funding that will be largely from Federal, State and regional sources. Further, in reliance on CEQA Guidelines §15183(c), an additional EIR need not be prepared for the Proposed Project solely on the basis of the impact to the intersection of SR 12-29/SR 221/Soscol Ferry Road because the Project is consistent with the General Plan, and the City's General Plan PEIR already identified an unavoidable impact to the same intersection, and the Proposed Project will generate fewer trip ends than what was assumed for the project site in the City's General Plan PEIR.

The General Plan PEIR traffic analysis was based on the general plan designations for the project area, including the project site – Corporate Park – which are still in place. This designation allows an FAR of 0.4; the 9.3-acre site would yield approximately 162,000 square feet of office, industrial and other allowable uses. The Napa Valley Commons project area is developed primarily with office-type uses. Based on reliance on ITE trip generation for office,⁷ it is estimated that office use would generate approximately 1.4 trip ends per 1,000 square feet during the AM peak hour and 1.26 trip ends for the PM peak hour. Development of the project site with office uses would result in 227 AM peak hour trips and 204 PM peak hour trips. By way of contrast, the proposed project estimates 77 AM peak hour trips, and 119 PM peak hour trips, which is less than the General Plan PEIR would have assumed for the site using office trip generation rates.

To reduce the impact at this intersection, the TIS recommends construction of a flyover ramp for the traffic traveling from southbound SR 221 (Napa-Vallejo Highway) to southbound SR 12/SR 29. This improvement is the subject of the SR 29/221 Soscol Junction Improvement Project EIR, and the improvements contemplated therein are needed with or without development of the Proposed Project. Therefore, the Project application shall be required to pay a fair share percentage of the construction of this improvement and is not required to prepare an EIR solely on the basis of that impact. There are no new impacts, not previously identified the City's General Plan PEIR, created by the Proposed Project.

The Proposed Project will not result in traffic impacts at any of the other study area intersections under Existing Plus Project Conditions.

c. Cumulative Impacts

Future Roadway Improvements and Forecasts

The Napa-Solano County Travel Demand Forecasting Model was used to forecast the build-out of the City of American Canyon and the Napa County General Plans. The Napa/Solano County TDF model was developed for purposes of forecasting regional traffic within Napa and Solano Counties. The Napa/Solano County TDF model was certified by the Metropolitan Transportation Commission (MTC) as being valid for forecasting regional traffic volumes. The latest roadway network and land use assumptions were confirmed in the vicinity of the Proposed Project. A sub-area validation was completed for links on which data was collected for this Project. Only minor, local refinements were needed for the model to meet Caltrans validation criteria.

The model was recently updated for use with the SR-29 Gateway Corridor Plan, which included updates from the American Canyon General Plan Circulation Element Update (2012), MTC's Transportation 2035 Plan for the San Francisco Bay Area (2009), the Napa County General Plan

⁷ ITE Business parking rate of 1.4 and 1.26 trips per thousand square feet utilized as opposed to "Office Park" which has a higher trip generation rate of 1.71 and 1.48 trips per thousand square feet because it provides a more conservative analysis.

(2009), and ABAG's 2011 SCS Preferred Land Use Scenario. The cumulative forecasts included the following projects: Napa Pipe, Syar Quarry Expansion, Napa County Jail, and the full build-out of the Gasser Master Plan. Cumulative forecasts once developed were checked against forecasts for other projects for consistency, including Canyon Estates TIS, Napa Airport Corporate Center TIS, and the Napa Pipe EIR.

Only planned and fully funded improvements were considered for the cumulative scenario. The only roadway improvement assumed for the seven study intersections is the construction of a single-lane roundabout at the intersection of Napa Valley Corporate Drive/Anselmo Court with a bypass lane installed on the southbound and eastbound approaches. This improvement is assumed as the Napa Pipe project is solely responsible for the funding and implementation of this mitigation.

Cumulative Intersection Operations

Levels of service were calculated at each study intersection for the cumulative weekday AM and PM peak hour. Three intersections operate at an unacceptable LOS F under cumulative conditions with other projects, assuming no intersection improvements at these intersections have been implemented by Year 2035. As depicted in the table below, the Project would add more than 50 trips to the three intersections that will otherwise be operating at LOS F, therefore causing a significant impact.

Table 25 – Cumulative (Year 2035) Conditions Intersection LOS

Intersection	Traffic Control ^a	Peak Hour	Cumulative No Project			Cumulative Plus Project			Project Trips
			Delay ^b	Total Delay (veh-hr) ^c	LOS	Delay ^b	Total Delay (veh-hr) ^c	LOS	
1. SR 221/Kaiser Road	Signal	AM	>80	-	F	>80	-	F	34
		PM	>80	-	F	>80	-	F	53
2. Napa Valley Corporate Way/Napa Valley Corporate Drive	AWS	AM	10	-	B	10	-	B	7
		PM	30	-	D	32	-	D	11
3. Napa Valley Corporate Way/Bordeaux Way	SSS	AM	20 (SB)	-	C	23 (SB)	-	C	63
		PM	22 (SB)	-	C	29 (SB)	-	D	98
4. SR 221/Napa Valley Corporate Way	Signal	AM	>80	-	F	>80	-	F	63
		PM	>80	-	F	>80	-	F	98
5. Napa Valley Corporate Drive/Bordeaux Way	SSS	AM	19 (WB)	-	C	19 (WB)	-	C	20
		PM	36 (WB)	2.5	E	47 (WB)	3.5	E	32
6. Napa Valley Corporate Drive/Anselmo Court	Roundabout	AM	<10	-	A	<10	-	A	13
		PM	11	-	B	12	-	B	21
7. SR 12-29/SR 221/Soscol Ferry Road	Signal	AM	>80	-	F	>80	-	F	38
		PM	>80	-	F	>80	-	F	59

Notes: **Bold = unacceptable operations**

a. Signal = Signalized Intersection, AWS = All Way Stop, SSS = Side Street Stop

b. Signalized intersection LOS based on average control delay per vehicle and AWS intersection LOS based on total intersection delay, according to the Highway Capacity Manual 2000 (Transportation Research Board 2000). SSS intersection LOS presented for worst approach.

c. Total Delay is shown for unsignalized intersections operating at LOS E or LOS F under Existing conditions.

Source: Fehr & Peers, 2014

As shown in Table 25 above, the intersection of SR 221/Kaiser Road operates at LOS F during the AM and PM peak hours under Cumulative No Project conditions as well as Cumulative Plus Project conditions. However, the increase in number of vehicles associated with the addition of Project traffic during the PM peak hour is greater than 50 and is a significant impact. Mitigation Measure T-7 provides an interim mitigation measure to reduce the incremental impact associated with the Proposed Project. While the LOS remains at an F for this intersection, this modification improves the intersection's control delay by approximately 30 seconds over the Cumulative (no project) conditions

in both the AM and PM peak. Therefore, this would reduce the Project's impact at this intersection to a less-than significant level.

The intersection of SR 221/Napa Valley Corporate Way operates at LOS F during the AM and PM peak hours for both Cumulative No Project and Cumulative Plus Project conditions. However, the increase in number of vehicles associated with the addition of the Project traffic during the AM and PM peak hour is greater than 50 and is a potentially significant impact. Although the Project contributes more than 50 trips to this intersection, the additional trips are primarily added to turning movements that are not already exceeding capacity. As a result, the average vehicle delay at the intersection decreases with added vehicle trips. Mitigation Measure T-8 requires the applicant to ensure that the signal timings are optimized. This would reduce the Project's impact at this intersection to a *less-than significant level*.

The intersection of SR 12-29/SR 221/Soscol Ferry Road operates at LOS F during the AM and PM peak hours under Cumulative and Cumulative Plus Project conditions. The increase in the number of vehicles associated with the addition of Project traffic during the PM peak hour is greater than 50 and is a potentially significant impact. However, this impact does not require the preparation of an EIR consistent with CEQA Guidelines §15183(c). As indicated above, Mitigation Measure T-6 requires the payment of fair share fees to offset the Proposed Project's contribution to the intersection.

The interim mitigation measures described above, which mitigate the incremental project impact in the Cumulative Plus Project scenario, have been proposed in cases where they can be accommodated. In these cases, the Project is responsible for full payment of the interim mitigation measure, rather than a fair share payment unless determined otherwise by the City.

Fair Share Percentage

Cumulative impacts are caused by the incremental effect of Project traffic combining with traffic from other reasonably foreseeable developments. The Project's fair share contribution to mitigating cumulative impacts was based on the forecasted traffic growth between existing and future conditions. The contribution varies between the AM and PM peak hours, so the greater of the two was used to identify an impacted intersection's fair share contribution assigned to the Project. The table below presents the Project's percentage of fair share contribution.

Table 26 – Project Contribution to Cumulative Intersection Traffic Growth

Intersection	Volumes						% Contribution			
	Existing		Project		Cumulative Plus Project		% of Growth		% of Total Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. SR 221/Kaiser Road	2,904	3,240	34	53	7,840	7,880	0.69%	1.14%	0.43%	0.67%
2. Napa Valley Corporate Way/ Napa Valley Corporate Drive	386	752	7	11	930	1,400	1.29%	1.70%	0.75%	0.79%
3. Napa Valley Corporate Way/Bordeaux Way	344	562	63	98	930	1,140	10.75 %	16.96 %	6.77%	8.60%
4. SR 221/Napa Valley Corporate Way	2,741	2,788	63	98	7,050	7,220	1.46%	2.21%	0.89%	1.36%
5. Napa Valley Corporate Drive/Bordeaux Way	309	717	20	32	740	1,210	4.64%	6.49%	2.70%	2.64%
6. Napa Valley Corporate Drive/Anselmo Court	235	668	13	21	770	1,250	2.43%	3.61%	1.69%	1.68%
7. SR 12-29/SR 221/Soscol Ferry Road	6,073	6,338	38	59	11,290	12,630	0.73%	0.94%	0.34%	0.47%

Source: Fehr & Peers, 2015.

d. Conclusion

Through reliance on CEQA Guidelines §15183, which does not require the preparation of a new EIR solely on the basis of an impact already addressed in a prior EIR (in this instance the City's General Plan PEIR), the Proposed Project would generate fewer trip ends compared to typical office park uses assumed in the City's General Plan PEIR and with implementation of Mitigation Measures T-6 through T-8, impacts would be mitigated below a level of significance. The Proposed Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the circulation system, through implementation of mitigation. The Project will adhere to the goals, policies, and guidelines established by the relevant state and local agencies in the area of traffic and transportation.

- b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact

The Napa County Transportation and Planning Agency (NCTPA) serves as the countywide transportation planning body for the incorporated and unincorporated areas of Napa County. Since the County does not have a congestion management agency, NCTPA works with the Metropolitan Transportation Commission (MTC) to prepare the Napa County portion of the Regional Transportation Plan (RTP), which is a long-range development plan to allocate state and federal transportation funds. In 1999, the NCTPA adopted the *Strategic Transportation Plan*, which the NCTPA intended to be a long-range guide for decision making and funding of Napa County roadways, transit, and bicycle facilities.

Napa County adopted the latest Napa County General Plan on June 3, 2008. The Circulation Element of the 2030 *Napa County General Plan* provides existing and proposed maps of the County's transit network, vehicular circulation network, and bicycle/pedestrian circulation network. Additionally, the following policy is included in the 2030 *Napa County General Plan*:

The County shall seek to maintain an adequate LOS on roads and at intersections as follows. The desired LOS shall be measured at peak hours on weekdays.

- The County shall seek to maintain an arterial LOS D or better on all county roadways, except where maintaining this desired level of service would require the installation of more travel lanes than shown on the Circulation Map (page 127 of the 2030 General Plan);
- The County shall seek to maintain a LOS D or better at all signalized intersections, except where the LOS already exceeds this standard (i.e. LOS E or F) and where increased intersection capacity is not feasible within the existing right of way;
- No single LOS standard is appropriate for unsignalized intersections, which shall be evaluated on a case-by case basis to determine if signal warrants are met.

As detailed in Table 25 and Table 26 above, under Existing Plus Project conditions and Cumulative Conditions, all study area intersections operate at LOS C or better, with the exception of SR 12-29/SR 221/Soscol Ferry Road. The intersection of SR 12-29/SR 221/Soscol Ferry Road operates at LOS E during the AM peak hour. Under the County's General Plan since this intersection operates at between midrange LOS D and midrange LOS E during the AM peak hour under Existing conditions, and LOS F during the PM peak hour under Existing conditions, the increase in delay associated with the addition of Project traffic is not an impact. The Proposed Project does not conflict with any applicable congestion management programs.

- c) Would the Project result in a change to air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact

The Project site is approximately four miles north of the Napa County Airport. There will be no impact to air traffic patterns, traffic levels, or change in location that would result in substantial safety risks. The hotel expansion will comply with building height restrictions and the Project will not include any activity that would have an effect on airport operations.

- d) Would the project substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersection) or incompatible uses (e.g. farm equipment)?

No Impact

Traffic collision data were collected from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) for all Project study intersections. The data covered the most recent 3 years of available complete data – January 1, 2010 to December 31, 2012. As depicted in the table below, there were 185 collisions resulting in 115 injuries and no deaths. One collision involved pedestrians, and none involved bicycles.

Table 27 – Collision Analysis Data

No.	Intersection	Number of Collisions	Fatalities	Injured Persons	Collisions involving Pedestrians	Collisions involving Bicyclists
1	SR 221 (Napa Vallejo Hwy)/Kaiser Rd	22	0	18	0	0
2	Napa Valley Corporate Way/Napa Valley Corporate Dr	0	0	0	0	0
3	Napa Valley Corporate Way/Bordeaux Way	0	0	0	0	0
4	SR 221 (Napa Vallejo Hwy)/Napa Valley Corporate Way	8	0	7	0	0
5	Napa Valley Corporate Dr/Bordeaux Way	0	0	0	0	0
6	Napa Valley Corporate Dr/Anselmo Ct	0	0	0	0	0
7	SR 12-29/SR 221/Soscol Ferry Rd	155	0	90	1	0
	Total	185	0	115	1	0

Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), 2010-2012.

SR 12-29/SR 221/Soscol Ferry Road, which has the highest traffic volume of the study intersections, had the majority of reported collisions in the study area. The three factors considered to determine trends were primary collision factor (PCF), type of collision (TOC), and lighting. The dominant PCF was “unsafe speed” which was cited in 74% of all collisions. Seventy-eight percent of collisions resulted in a TOC of “rear-end.” Of the unsafe speed collisions, 96% resulted a “rear-end” and 89% of those collisions were at SR 12-29/SR 221/Soscol Ferry Road. Because the collision analysis did not yield any intersection-specific trends, no intersection-specific recommendations were provided in the traffic study.

The Project includes modifications to the existing Bordeaux Way to accommodate on-street parking. No re-alignment of the street is proposed, and no design features are included that would result in sharp curves or dangerous intersections.

e) Would the project result in inadequate emergency access?

No Impact

The Commons site will be accessed via four separate driveways allowing adequate emergency vehicle access. The driveways on Napa Valley Corporate Drive and Bordeaux Way at Napa Valley Corporate Way provide through access to The Commons site, while the two additional driveways create a horse shoe loop with one way in and out access at the front of The Commons.

Circulation changes to the existing hotel would eliminate vehicular thru traffic and enhance pedestrian circulation behind the hotel, at the southern parking area. However, thru emergency access will be maintained. No impacts will occur to emergency access provision with Project implementation.

f) Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than Significant Impact

The Proposed Project will have a less than significant impact on adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or decrease the performance or safety of these facilities.

a. Transit Service

Transit service in the City of Napa and Napa County is provided by the VINE, a fixed-route bus service providing service to the cities of Calistoga, St. Helena, Napa, and American Canyon, the town of Yountville, and other parts of unincorporated Napa County under the jurisdiction of the NCTPA. VINE operates on weekdays from 5:20 a.m. to 9:10 p.m., on Saturdays from 6:00 a.m. to 8:10 p.m., and on select routes on Sundays from 8:30 a.m. to 7:00 p.m.

VINE Route 11 provides service from the Redwood Park & Ride lot in Napa along SR 221 with a detour along Kaiser Road and Napa Valley Corporate Drive adjacent to the Project site. There is a stop on Napa Valley Corporate Drive between Napa Valley Corporate Way and Kaiser Road. VINE confirmed that there are no current plans to introduce additional bus stops in the immediate project vicinity.⁸

VINE Route 21 provides service along I-80 and SR 12 from Fairfield and Suisun City to Napa. The nearest stop to the Project is less than two and a half miles at Napa Valley College. VINE Route 29 provides service from Calistoga to Vallejo along SR 29 with access up SR 221 to Napa Valley College and the Soscol Gateway Transit Center. There are no stops in the vicinity of the Project; however the route passes through the area and, therefore, there is potential for a future stop location near the Project. VINE GO Paratransit Service is the region's paratransit provider operating Monday through Sunday. This is an on-call service providing curb-to-curb service for older adults and the disabled.

Transit Impacts

The Proposed Project may increase transit ridership along Route 11. The U. S. Census Bureau reports that public transportation accounts for approximately 1% of commute trips within the City of Napa. If this rate were applied to all trips generated by the Proposed Project, it would equate to fewer than two trips within the PM peak hour. Because the transit demand would not

⁸ Personal communication with Tom Roberts, VINE Manager of Transit, on June 9, 2015, it was confirmed that the existing bus stop averages 9 boardings per day, and ranks 133 out of 300 bus stops for daily usage. It was further indicated that there were no plans to introduce an additional bus stop in the immediate project vicinity. It was further described that VINE is able to be responsive to requests for new bus stops based on customer demand.

be raised above a level that local operators can provide, the Proposed Project's impact on the City's existing transit system would be less than significant.

Meritage Shuttle

The Meritage Resort operates a free shuttle to the downtown area for hotel guests. With Proposed Project implementation the hotel will continue to maintain and promote this shuttle service which serves to bring guests to downtown Napa's restaurants and businesses.

b. Bicycle Facilities

The City of Napa General Plan defines bicycle facilities as follows:

- Class I Bikeways – dedicated bike paths which are separated from motorists by a space or physical barrier or are on a separate right-of-way
- Class II Bikeways – bike lanes on a roadway with restricted right-of-way designated by signs and pavement marking for the use of bicycles
- Class III Bikeways – bike routes with shared right-of-way designated by signs on roadways

City of Napa Bicycle Plan - The Napa Bicycle Plan was developed as a component of the Napa County Transportation and Planning Agency's Countywide Bicycle Plan Update. The Plan is intended to guide and influence the development of bikeways, bicycle policies, bicycle programs, and bicycle facility design standards. The Bicycle Plan map identifies several classes of bike routes within the City and County. The closest bike route is the class II and Class III bike routes located on Napa Valley Corporate Drive, which borders the western edge of the Proposed Project. The Vine Trail Alignment is also located along Napa Valley Corporate Drive. The bicycle plan map depicts that there are no bike routes existing or proposed for Bordeaux Way, which transects the existing hotel site and The Commons.

The City of Napa General Plan Transportation Chapter policy T11.2 states, "In accordance with CEQA Guidelines, projects that could result in the loss of existing bicycle facilities or jeopardize future facilities included in this Plan must be mitigated." The Proposed Project includes replacement of the bike lane along Bordeaux Way with on-street parking. As described above, Bordeaux Way is not a designated bike route or proposed bike route by the City's Bicycle Plan, and is not included in any ordinance, policy, plan, or program. As such removal of the bike lane will not conflict with the City's Bicycle Plan.

The closest designated bike route is located on Napa Valley Corporate Drive which will remain in place. In addition, sharrow demarcations will be added along Bordeaux Way for the purpose of alerting vehicles of potential bicycle traffic and provide bicycles with a preferred path of travel. Sharrows are included in this project as Condition of Approval COA-T1.

c. Pedestrian Facilities

The Proposed Project includes sidewalks fronting the project site along Bordeaux Way. Adequate pedestrian facilities for internal circulation are provided. The Proposed Project would improve pedestrian circulation in the immediate project vicinity by providing sidewalks where none currently exist. No impacts will result to pedestrian facilities.

d. Site Access and Circulation

The Proposed Project plans depict five access points to Meritage Resort on the south side of Bordeaux Way and four access points to Napa Commons on the north site of Bordeaux Way. The five access

points to the south are existing points with minimal changes proposed. All north side access points are new.

The TIS provided recommended modifications to the site plan related to access and circulation. Those modifications are detailed in the table below. The corresponding numeric locations are depicted in Exhibit 47 (page 166).

Table 28 – Site Access and Circulation Recommendations

No.	Location	Description	Recommendation
1	Driveways into porte-cochere of Meritage Resort and Commons	While some of the driveways are closely spaced, generally speeds will be low enough in the area that the driveway spacing should not be an issue. Driveways are also lined up directly across from one another or more than 100 feet apart (on opposite sides of the street) to demarcate clear intersection definitions and eliminate turn-movement conflicts with offset driveways. Driveways generally allow for two-way circulation, though the driveways providing access to the porte-cocheres should be designed for one-way circulation. These driveways will need to be 20 feet wide to provide emergency vehicle access.	Create one-way counter-clockwise drive aisles approaching both porte-cocheres to improve circulation for guest arrivals/departures. Additional signage (e.g. no left turn, no right turn, do not enter signs) should be provided so that the circulation plan is clear to guests.
2	Exit of The Commons porte-cochere	On the exit of the porte-cochere on the north side of Bordeaux Way, the driveway on the south side is much wider due to the presence of a landscaped median. The landscaped median creates an offset with the driveway on the north side of the street that could create a conflict for left-turn vehicles at this location. One of the two driveways could be re-aligned or re-designed to create a more typical intersection. Alternatively, left turns could be prohibited leaving the driveway on the north side of Bordeaux Way to eliminate this conflict.	Realign western Commons driveway to eliminate offset with Resort driveway.
3	Northwest corner of Commons	The proposed circulation at the northwest corner of The Commons site should be better defined. The drive aisle near the electricity pylon appears to be wide enough only for one vehicle. In the small drive aisle, vehicles should move westbound only as they approach the driveway connecting to Napa Valley Corporate Drive. Signage and pavement markings should denote the proposed one-way circulation plan. The drive aisle to the south of one-way drive aisle can remain two ways.	Add signage and pavement markings to specify the one-way circulation pattern at the northwest corner of the site.
4	Northeast corner of Commons	A similar situation to the above occurs in the northeast corner of the site where a central island creates an opportunity for one-way counter-clockwise flow. With the recommended circulation plan vehicles would enter the parking area and immediately move to the right, decreasing the number of potential conflict points.	Add signage and pavement markings to specify the one-way circulation pattern at the northeast corner of the site.
5	Southern boundary of Meritage Resort	The drive aisle that forms the southern boundary of the Project site currently wraps around from the west edge to the east edge of the Project site. The proposed plan shows that a section in the middle would be removed, creating a dead end drive aisle on the west side of the new pedestrian area. Space should be designated for vehicles to turn around and head to the west should they not find a spot. While this area may be used for valet parking only at times, the additional space would still aid valets moving vehicles.	Eliminate one to two parking spaces to create room for vehicles to turn around if guests will be parking in this area.
6	Eastern part of Commons parking lot	There is a small pocket of parking spaces placed into the landscaped median island at the end of a drive aisle. These parking spaces should be removed to provide a safer circulation plan for vehicles.	Eliminate parking spaces at the end of the drive aisle located near turning areas to decrease conflict points.
7	Driveway from Meritage Resort onto Napa Valley Corporate Drive	The proposed site plan shows new sidewalks on the east side of Napa Valley Corporate Drive and both sides of Bordeaux Way. Decorative pavement denotes the pedestrian paths across the driveways, which help to increase awareness for the presence of pedestrians. The curb radii at the driveways should be made smaller to shorten the pedestrian crossings.	Reduce curb radii to 20 feet at driveways to decrease pedestrian crossing distances.

No.	Location	Description	Recommendation
8	Western edge of Meritage Resort parking lot	There are two paths shown through the parking areas. One is shown on the west side of the Project just north of Anselmo Court, and one connects the northern half of the site to the office space north of the site. These crossings could have the same decorative treatment as the crossings at the driveways. Additionally, raised crosswalks or speed humps would help slow vehicle speeds in these areas.	Add raised crosswalks or speed humps near the pedestrian crossings in the parking areas.
9	Northwest corner of Commons site	At the northwest corner of the site, there is no pedestrian connection from the Napa Valley Corporate Drive sidewalk to the sidewalk fronting the proposed buildings. A connection should be established on the south side of the driveway to provide an ADA-compliant pedestrian path to and from the site.	Add a sidewalk connecting the Napa Valley Corporate Drive pedestrian path to building frontage.
10	Bordeaux Way just east of Napa Valley Corporate Drive	On the north side of the crosswalk just to the east of Napa Valley Corporate Drive, there is an oddly-shaped pedestrian area where the crosswalk meets Bordeaux Way. This area should have additional landscaping and a more clear definition of the pedestrian path, both for the sidewalk and the pedestrian crossing.	Add a curb ramp to the north side of the crosswalk and make the approach to the crosswalk look more like the sidewalk shown throughout the plan.
11	Bordeaux Way between the Meritage Resort and Commons porte-cochere entrances	The Project sponsor anticipates significant pedestrian movement between the two porte-cocheres on opposite sides of Bordeaux Way. To the north and south of Bordeaux Way, the path is well defined. At the crossing of Bordeaux Way, adding bulb outs to all four corners of the intersection to reduce the north-south crossing distance would assist pedestrians crossing the street.	Add bulb outs to all four corners of the intersection to reduce the north-south crossing distance.
12	Napa Valley Corporate Drive south of Bordeaux Way	Some off-site staff parking is planned for the parking area west of Napa Valley Corporate Drive between Anselmo Court and Bordeaux Way. There is currently no pedestrian crossing for pedestrians to access Meritage Resort or Meritage Commons. Currently, there is no sidewalk on the west side of Napa Valley Corporate Drive and no pedestrian connection across Napa Valley Corporate Drive. The median of Napa Valley Corporate Drive could be used to create a two-phase crossing (controlled or uncontrolled) across Napa Valley Corporate Drive, though that would constitute a significant change to the median landscaping and there are grade concerns on both sides of the street. A potential crossing at Bordeaux Way would likely necessitate all-way stop control at the intersection, given the five-lane width (plus bicycle lanes and a median) and the 40 mile per hour speed limit on Napa Valley Corporate Drive. A pedestrian crossing could alternatively be added at Anselmo Court. The intersection of Napa Valley Corporate Drive and Anselmo Court is planned for a roundabout or a traffic signal in the future, and pedestrian crossings should be incorporated with both of those designs.	Add a pedestrian crossing across Napa Valley Corporate Drive to facilitate pedestrian movements from the site to the off-site staff parking area.
13	Bordeaux Way	The Project proposes to add on-street parking to the right-of-way for Bordeaux Way. Given the limited vehicle use for this road, ten-foot lanes would be appropriate in both directions. Bicycle lanes can be retained and should be a minimum of five feet wide, though six-foot bicycle lanes would be more comfortable for riders. While on-street parking areas should be at least seven feet wide, an eight-foot parking area would help keep cyclists out of the "door zone." The combination of the bicycle lane and the parking lane therefore should be at least 13 feet wide. A striped buffer between the parking lane and the bicycle lane could provide additional separation. A seven-foot parking lane and a five-foot bicycle lane could be separate by a two-foot striped buffer.	Design the Bordeaux Way cross section to contain eight feet parking lanes, six feet bicycle lanes, and ten feet travel lanes in each direction on Bordeaux Way.

These recommendations will ensure efficient site access and circulation to the project site. As detailed above, the Proposed Project will not conflict with adopted policies, plan, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities.

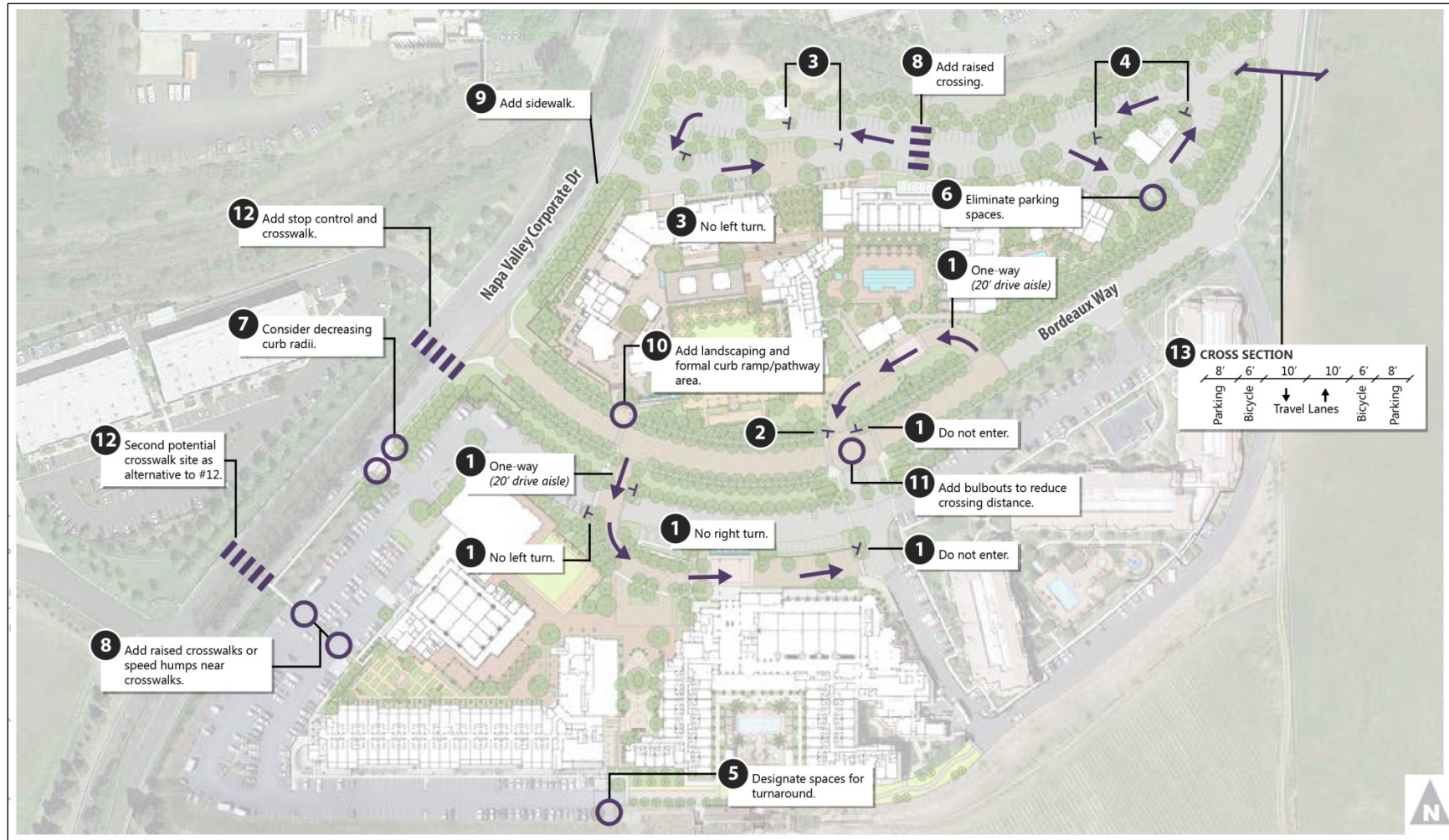


Exhibit 47 – Site Plan Review

2. Parking

Potential impacts to Bordeaux Way, which bisects the existing hotel and The Commons, have been assessed for the addition of on-street parking spaces and 4 driveways, 2 of which form a loop accessing the main Meritage Commons entrance from Bordeaux Way. The existing hotel has 625 on-site parking spaces with access to an additional 96 off-site spaces at 855 Bordeaux Way through a shared parking agreement for evening and weekend use.

The Proposed Project will be constructed in two phases. Phase One includes the construction of the hotel and complex on the Meritage Commons Site with 193 new parking spaces and updates to Bordeaux Way, including 73 new on-street parking spaces. Phase Two includes removal of 157 parking spaces in the existing hotel parking lot to accommodate a ballroom facility, and a redesign of the existing on-site circulation.

The applicant is requesting a use permit to allow for on-street parking along Bordeaux Way. The 73 parking spaces proposed as a part of Phase One along Bordeaux Way would be public, but mainly utilized by hotel guests or visitors, as there are no other uses requiring parking in the project vicinity. Table 28 identifies the parking supply for the existing hotel and the Proposed Project.

Table 29 – Detailed Parking Supply

Location	Existing			Existing Plus Phase One			Existing Plus Phase Two		
	Regular	ADA	Total	Regular	ADA	Total	Regular	ADA	Total
Meritage Resort*	607	18	625	607	18	625	454	14	468
Meritage Commons	-	-	-	187	6	193	187	6	193
On-Street Bordeaux Way	-	-	-	73	-	73	73	-	73
Total	607	18	625	867	24	891	714	20	734

*includes Vino Bello, which is under a shared parking agreement with Meritage
Source: WATG, 2014, MARKS Traffic Data Inc., 2014, and CAA Planning, 2015

As indicated above, the existing hotel has an off-site parking agreement at 855 Bordeaux Way providing an additional 96 spaces. Off-site parking is exclusively used as employee parking for evening and weekend hotel events when more efficient management of the parking field is desired, and will continue as such. Hotel guests and visitors are not directed to off-site parking. Off-site parking is not required to satisfy the parking demand as detailed herein.

Table 30 identifies the municipal code parking requirements for the existing hotel, Phase One, and Phase Two. As detailed in the table, with reliance on the 73 on-street parking spaces along Bordeaux Way, the project will comply with the municipal code parking requirements. Phase One will result in a surplus of 170 spaces and Phase Two will result in a surplus of 13 spaces.

Table 30 – Municipal Code and Supply Comparison

	Existing		Ex. + Phase 1		Ex. + Phase 1 & 2	
	Total	Spaces	Total	Spaces	Total	Spaces
Sleeping Rooms	507	507	641	641	641	641
Manager	9	9	13	13	13	13
Employees (max at peak hour)	93	47	134	67	134	67
Convention, banquet, restaurant, meeting facilities (sf)	34,548	-	21,000	-	10,000	-
Code Requirement		563		721		721
On-Site Spaces		625		818		661
On-Street Spaces		0		73		73
Parking Surplus		62 surplus		170 surplus		13 surplus

3. Condition of Approval

COA-T1 The applicant agrees to the installation of sharrow demarcations along Bordeaux Way. The sharrows shall be located along Bordeaux Way such that vehicles will be aware of bicycle potential path of travel.

4. Standard Mitigation Measures

Standard mitigation measures herein are per Policy Resolution No. 27.

T-1 All required public frontage and street improvements shall be designed and built in accordance with City of Napa ordinances and the PWD Standard Specifications. Unless waived by the Public Works Director, street improvements shall include curbs, gutter, sidewalk, planting, streetlights, and street trees; any additional right-of-way necessary to accommodate these improvements shall be dedicated to the City.

T-2 During non-working hours, open trenches shall be provided with appropriate signage, flashers, and barricades approved by the Street Superintendent to warn oncoming motorists, bicyclists, and pedestrians of potential safety hazards.

T-3 All road surfaces shall be restored to pre-project conditions after completion of any project-related pipeline installation activities.

T-4 Any pedestrian access through and/or adjacent to the project site shall remain unobstructed during project construction or an alternate route established as approved by the Police Chief and Public Works Director.

T-5 To mitigate the cumulative impact of the traffic generated by the subject project on the City's arterial and collective street system, the Developer shall pay a Street Improvement Fee in accordance with Napa Municipal Code Chapter 15.84 and implementing resolutions to pay for the traffic improvements identified therein. Such fee shall be payable at the rate in effect at the time of payment. The findings set forth in the ordinance and implementing resolutions are incorporated herein. The City further finds that the calculation of the fees in accordance with the trip generation capacity of development demonstrates there is a reasonable relationship between the amount of the fees imposed and the cost of the street improvements attributable to this project.

5. Special Mitigation Measures

The following mitigation measures have been proposed in the Traffic Study related to impacts at three study area intersections identified in the TIS. Where mitigation requires an agreement for the fair share payment of fees, the agreement shall specify the nature and cost of the measure, the Project's percentage or fair share, the timing of payment and the timing of implementation by the agency with jurisdiction or its designee. Fair share payments shall only be required for mitigation measures that are programmed (planned and scheduled) for implementation by the agency with jurisdiction. If implemented, the mitigation measures herein will reduce potential impacts to a less than significant level in the area of traffic.

T-6 Prior to Project construction, the Project Applicant shall enter into an agreement with the City of Napa or Caltrans for a fair share fee payment related to the construction of State Route 29 Gateway Corridor Improvement Plan which is being analyzed by Caltrans within the SR 29/221 Soscol Junction Improvement Project EIR. The fair share fee shall be based on the project's percentage contribution to the intersection, which is 0.92% in the PM peak hour. The total cost of the construction of is estimated at \$40 million. The precise fee payment will be determined by the City and/or Caltrans.

T-7 Prior to construction, the Project Applicant shall construct an additional northbound left-turn lane at Kaiser Road and SR 221. This will create a dual left-turn pocket of the same length as the existing left-turn pocket (280 feet). The same improvement is contemplated in the Napa Pipe Final EIR and the City may instead require a fair share contribution depending on the timing of the improvement.

T-8 Prior to construction, the Project Applicant shall work with the City and Caltrans to ensure the signal timings at the intersection of Napa Valley Corporate Way and SR 221 are optimized.

6. Conclusion

Based on the analysis in the Transportation Impact Study, the Proposed Project will not conflict with an applicable plan, ordinance, or policy related to the performance of the circulation system including impacts to mass transit and non-motorized travel and relevant components of the circulation system such as intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Existing Plus Project and reasonably foreseeable future developments have been analyzed with regard to City and County policies, plans, and performance standards. With implementation of recommended mitigation measures, potential impacts will be reduced to a less than significant level.

The Proposed Project will not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Impacts identified in the Traffic Study regarding level of service at the study area intersections will be mitigated to a level of less than significant with the incorporation of recommendations for intersection improvements via payment of fair share fees.

The Proposed Project will not result in a change in air traffic patterns, substantially increase hazards due to a design feature or result in inadequate emergency access. No new roadways will be designed to implement Project construction. Four access points will be included in the Meritage Commons portion of the site and the existing access locations will remain on the Meritage Resort portion of the site.

The Project will have a less than significant impact with related to adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, and the performance or safety of such facilities. There will be a minimal potential increase in the use of public transit. The existing bicycle path will be removed to accommodate on-street parking, and pedestrian facilities will either remain in place or be improved upon by the addition of new pedestrian pathways on and along the Project site. The proposed project complies with City municipal code parking requirements and will result in a slight parking surplus at full implementation.

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
XVII. Utilities and Service Systems				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) 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?		X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

1. Discussion

The Proposed Project will expand an existing hotel and amenities onto a vacant parcel of land, which will provide 134 new rooms in addition to the 325 rooms at the existing hotel. The Project site is adequately served by existing utility systems, and no additional services are anticipated for the Proposed Project.

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact

Based on wastewater generation rates from a similar hotel use, the Project would generate an estimated 12,750 gallons of wastewater per day. Wastewater generated by the Proposed Project is considered suitable for standard wastewater treatment, and would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact, Mitigated

The waste water collection and treatment systems provider for the Project area is Napa Sanitation District (NSD), which operates the Soscol Water Recycling Treatment Plant, located approximately 1.4 miles from the Project site. A 2007 Collection System Master Plan (Plan) was prepared by NSD to evaluate condition and performance of the collection system under current and future build-out conditions, where build-out conditions were based on land development permitted in the City's General Plan. The 2007 study concluded that the NSD collection system currently in place has adequate dry-weather capacity to handle anticipated growth, but is inadequate for wet-weather peak flows due to excessive infiltration and inflow (I/I) entering the system. The Plan considered ways to approach this deficit, and anticipated that the most cost-effective solution is to implement a mixture of

I/I reduction projects and capacity upgrades that will continue to occur over time. The applicant will contribute fees to NSD's ongoing I/I reduction projects. The Project is anticipated to have an 8" line connection from The Commons into an existing 66" trunk routing wastewater to NSD's Soscol plant, approximately 1.4 miles away.

Project wastewater flows will contribute to the anticipated collection system capacity concerns that would be realized with urban development of the project site. NSD requires payment of a demand-based fair-share fee that will meet collection system improvement costs as a condition of connecting to its system. Payment of the fair share fees would adequately mitigate the Proposed Project's effects on collection system capacity and reduce potential effects to a less than significant level.

The Proposed Project will surpass the wastewater treatment discharge quantities analyzed for the project site by the Collection Systems Master Plan. Discharge quantities for the project site were analyzed using a land use assumption of a commercial/retail project. Wastewater for a hotel has a higher associated generation rate, and will result in an increased runoff generation, as compared to the Collection Systems Master Plan. The applicant shall pay a fee to NSD for increased discharge quantities in addition to standard capacity fees. In addition to standard practice mitigation, the Project Applicant shall comply with Special Mitigation Measure U-12, providing for the payment of an increased discharge charge to the Napa Sanitation District. The Proposed Project will not result in the construction or expansion of a new treatment facility.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact

Construction of The Commons would require the construction of new storm drainage facilities to convey runoff from new development to. These facilities would consist of drain inlets, storm drain lines, and other facilities located within the Project site. Any potential impact associated with storm drainage facilities would be accounted for in the IS/MND's analysis of site disturbance associated with the Project. Proposed facilities are described in the Fuscoe Engineering, Inc., storm water quality control plan (Appendix F).

The Project storm water system will include on-site treatment facilities required under NPDES requirements. These facilities and their effectiveness are addressed in Section IX, Hydrology and Water Quality. The implementation of a storm water control plan will provide facilities designed to accommodate drainage for the hotel expansion, and will not create a significant impact on the environment.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact, Mitigated

The City of Napa's Water Division (NWD), which serves the Proposed Project, has the primary responsibility of providing water customers within the City's water service boundary with a reliable supply of water safe for consumption and other domestic, industrial, and commercial uses. The division's policy is to provide water on a demand-response basis and to plan for a water system that will meet the City's long-term growth needs (Envision Napa 2020, Community Services).

The City's water demands are met by three sources: Milliken Reservoir, Lake Hennessey, and water purchased under contract from the State Water Project and delivered through the North Bay Aqueduct

system (Envision 2020, Community Services). During normal rainfall years, and reservoirs are nearly full, the City's supplies are adequate to meet demands. However, in the instance of multi-year droughts city residents and businesses must be asked to reduce usage.

The State of California has been in a drought for the past several years. In times of drought NWD must purchase water from surrounding sources, and voluntary and mandatory conservation policies and rationing are implemented. In addition, the City is pursuing new water supplies to accommodate projected growth, such as the use of reclaimed water and incentive programs for use of water conservation measures beyond any mandated programs.

The proposed water demand for the Proposed Project has been estimated at 13.6 acre-feet per year by using a recent comparable hotel project. Site build-out was analyzed as a part of the General Plan – Envision Napa 2020, policy document. The water demand assumed in the General Plan is for Corporate Park uses and, although hotels are an allowable use, water demand for a hotel is higher than a typical use in the corporate park. However, the increased use would be considered nominal as compared with general City consumption, and the Proposed Project will be subject to compliance with water conservation strategies, such as Zoning Code chapter 13.09 for offsetting water requirements by installing ultra-low flush toilets, as required by Mitigation Measure U-8. The Proposed Project will also comply with Mitigation Measures U-2, U-6, and U-7 for meeting water conservation measures. In addition, the Proposed Project will pay water service connection fees and monthly metered fees. These mitigation measures would reduce potential impacts to a less than significant level.

- e) 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?

Potentially Significant Impact, Mitigated

The quantity of wastewater discharged to NSD will be increased by the Proposed Project, as there is currently no development on the expansion site. However, utilities and capacity, including wastewater and sewer, for the City of Napa were analyzed in the City's General Plan: Envision Napa 2020. Development build-out for the Project site was accounted for in the General Plan analysis. As stated above, wastewater for the Project area is treated at the Soscol plant, which is operating near capacity and is undergoing upgrades so that it can meet and extend the district's capacity through 2020, and beyond. The Project Applicant shall comply with Special Mitigation Measure U-12, which provides for the payment of an increased capacity charge to the Napa Sanitation District. Mitigation incorporated herein will reduce impacts to Less than Significant.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact

Solid waste from the Proposed Project will be disposed of at Devlin Road Recycle and Transfer Facility, which is located approximately 4 miles from the Project site, and waste-service is provided by Napa Recycling and Waste Services. Both the transfer station and the waste service provider have sufficient capacity to accommodate the Proposed Project.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact

The City of Napa Materials Diversion Division administers the recycling and solid waste collection contract with Napa Recycling and Waste Services, which is responsible for implementing City policy. In accordance with the state's enactment of AB 341, the City has adopted Resolution R2012 100, establishing a disposal reduction policy, including but not limited to, extended producer responsibility, sustainable purchasing responsibility, the High Performance Building Ordinance, and the Construction and the Demolition Debris Recycling Ordinance. The City has established residential and commercial collection rates that will be applicable to the Proposed Project. The proposed hotel expansion no impact on, and will comply with federal, state, and local statutes.

2. Standard Mitigation Measures

Standard mitigation measures herein are per Policy Resolution No. 27.

-
- U-1 Prior to trenching within existing roadway areas, the Developer's engineer shall ascertain the location of all underground utility systems and shall design any proposed subsurface utility extensions to avoid disrupting the services of such systems.
-
- U-2 Water and energy conservation measures shall be incorporated into project design and construction in accordance with applicable codes and ordinances.
-
- U-3 The Project shall be connected to the Napa Sanitation District for sanitary sewer service. If the subject property is presently served by individual sewage disposal systems, the septic systems, setbacks, and reserve areas must be protected and maintained during cleaning, grading, construction, and after connection to the District, the existing septic tank(s) shall be properly destroyed.
-
- U-4 The Project shall be connected to the City of Napa water system. Any existing well must be properly protected from potential contamination. If an existing well is to be destroyed, a well-destruction permit must be obtained from the Napa County Department of Environmental Management by a licensed well driller. If an existing well is not destroyed, it must be properly protected and an approved backflow prevention device installed according to the Water District's specifications.
-
- U-5 The Project shall be designed and built in accordance with the PWD Standard Specification regarding the adequate conveyance of storm waters.
-
- U-6 All faucets in sinks and lavatories shall be equipped with faucet aerators designed to limit the maximum flow to two and two tenths (2.2) gallons per minute.
-
- U-7 All showerheads shall be of a design to limit the maximum flow to two and one-half (2.5) gallons per minute.
-

-
- U-8 The Developer shall completely offset the water requirements of this Project by complying with the retrofit requirements of Napa Municipal Code Chapter 13.09.
-
- U-9 During the construction/demolition/renovation period of the Project, Developer shall use the franchised garbage hauler for the service area in which the Project is located to remove all wastes generated during Project development, unless Developer transports Project waste. If the Developer transports the Project's waste, Developer must use the appropriate landfill for the service area in which the Project is located.
-
- U-10 Developer shall provide for the source separation of wood waste for recycling. Developer shall use the franchised garbage hauler for the service area in which located for collection of such wood waste, unless the Developer transports such wood waste to a location where wood waste is recycled.
-
- U-11 A recycling/solid waste enclosure shall be provided in accordance with Chapter 17.102, et seq. of the NMC for all commercial, industrial, and multi-family projects with common solid waste facilities.
-

3. Special Mitigation Measures

-
- U-12 Prior to the issuance of building permits, the Project Applicant shall pay an increased discharge capacity charge to the Napa Sanitation District as required for land uses which produce greater amounts of wastewater than was analyzed in the 2007 Collection Systems Master Plan.
-

4. Conclusion

The proposed hotel expansion would have a less than significant impact on utility services. The additional development will include storm water treatment in compliance with NPDES, BASMAA, and the City of Napa. Waste water resulting from Project implementation will be accommodated by Napa Sanitation District, the existing waste water treatment facility. Water will be adequately supplied by Napa Water Division and solid waste generated by the Proposed Project will be accommodated by Devlin Road Recycle and Transfer Facility. The Proposed Project will comply with federal, state, and local statutes and regulations related to solid waste.

XVIII. Mandatory Findings of Significance	
a) Does the project have the potential to 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, or eliminate important examples of the major periods of California history or prehistory?	No
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in conjunction with the effects of past projects, the effects of other current projects and the effects of probable future projects.)	No
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No

a) Does the project have the potential to 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, or eliminate important examples of the major periods of California history or prehistory?

Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season. A project-specific mitigation measure has been included to reduce the potential impact to less than significant.

Jurisdictional Waters/Riparian Vegetation

A pedestrian bridge is proposed that would span the drainage on the site, impacting 0.007 acre of Corps waters. If, through final design, it is possible to span the Corps jurisdiction and avoid placement of fill into waters of the U.S., a Section 404 Permit would not be required. Design features would also avoid impacts to CDFW vegetated riparian habitat.

Critical Habitat

The Proposed Project will not impact lands designated as critical habitat by the USFWS.

Cumulative Impacts

The Project has no potential for significant impacts to special-status plants and will not contribute cumulatively to such impacts. Red willow thicket (0.01 acre) impacts will be mitigated using mitigation ratios determined in consultation with ACOE and CDFW, thereby increasing the amount of red willow thicket in the region. Potential impacts to ACOE and CDFW Jurisdictions in the amount of 0.007 acre can be mitigated to a less than significant level.

There are no resources on the Project site that are examples of major periods of California history or prehistory.

Therefore, with inclusion of the mitigation measures identified in the MND, the Proposed Project will not have the potential to 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, or eliminate important examples of the major periods of California history or prehistory.

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

The Project as proposed will result in short-term impacts as identified herein, which are mitigated to below a level of significance. Adherence to mitigation measures, standard conditions of approval, and project design features will ensure that the project will have no environmental effects that are individually limited but cumulatively considerable. The project site is located within a developed industrial park and is essentially an in-fill project, consistent with the General Plan and Zoning designations. The technical analyses relied upon herein examined the Proposed Project and included approved projects within the general site vicinity. The Proposed Project will not result in incremental impacts that, when combined with other impacts from other projects, would be cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The Proposed Project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. Mitigation measures have been included in the Project will reduce potential impacts to a less than significant level.

Inventory of Mitigation Measures and Conditions of Approval

Mitigation Measures

- AE-1 Low-level lighting shall be utilized in any parking area(s) as opposed to elevated high-intensity light standards.
- AE-2 All new utilities shall be placed underground.
- AE-3 The developer shall comply with the following:
- (a) The plans submitted for the Project improvements or building permit, whichever comes first, shall include a final landscape and irrigation plan designed and signed by a licensed landscape architect or landscape contractor. The final landscape plans shall specify that (1) all plant materials be certified by the Napa County Agricultural Commissioner inspection program for freedom from the glassy winged sharpshooter or other pests identified by the Agricultural Commissioner and (2) the Agricultural Commissioner's Office shall be notified of all impending deliveries of live plants with points of origin outside of Napa County so that inspection can be arranged. No improvement plans shall be approved nor building permit issued until the Planning Department approves the landscape and irrigation plan. Prior to occupancy, the licensed professional who signed the final landscape and irrigation plan shall certify in writing to the Planning Director that he/she has inspected and approved the installation of landscaping and irrigation and has found them to be consistent with the approved plans including, but not limited to, the certifications and inspections by the Agricultural Commissioner as well as that the systems are in working order. A substitution of an alternate licensed professional may be allowed by the Planning Director upon a showing of good cause.
 - (b) Prior to occupancy, Developer shall execute and record the City's Landscape Maintenance Agreement. (Forms are available from the Planning Department.)
- AE-4 The Developer shall secure separate architectural review approval for any signage for the Project.
- AQ-1 Grading and construction equipment shall be shut down when not in use.
- AQ-2 Construction activities shall not occur during windy periods.
- AQ-3 Exposed soil surfaces shall be periodically sprinkled to retard dust; no City water shall be used for this purpose.
- BR-1 Project applicant shall perform vegetation clearing outside of the nesting season (February 1 through August 31) if feasible. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to construction-related disturbance of the site, including demolition activities and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests as dictated by the species' behavioral and life history requirements. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.
- BR-2 The Project applicant shall ensure that the proposed Project will avoid jurisdictional wetlands and riparian vegetation to the greatest extent practicable. In the event that there are significant and unavoidable impacts to Corps and CDFW jurisdiction that would potentially occur as a result of project construction, including the pedestrian bridge across the drainage at the northern end of the Study Site, potential impacts shall be mitigated at

- 1:1 replacement to satisfaction of CDFW. Mitigation may occur on-site within suitable areas adjacent to the existing drainage course. On-site mitigation shall be in accordance with a project-specific Habitat Mitigation and Monitoring Plan as requested by and acceptable to the CDFW. Mitigation may also be provided through payments to a qualified mitigation bank acceptable to the City, CDFW and Corps.
- BR-3 The applicant shall contact the Corps should it be necessary to place fill within the drainage prior to constructing the bridge. Applicant shall contact CDFW prior to removing the 0.01 acre of red willow thicket, or grading of the slope adjacent to the drainage to determine whether a Streambed Alteration Agreement is necessary to perform the work. The design of the bridge will at least in part, dictate which agency permits would be required. If the bridge can be constructed without placing fill within Corps jurisdiction, it would not be necessary to obtain a Section 404 Permit from the Corps, which would eliminate the need for a Section 401 Certification. Trimming of the vegetation could trigger the need to obtain a Section 1602 Streambed Alteration Agreement if determined appropriate by CDFW as could grading on the adjacent slope as noted.
- BR-4 If construction would cause significant biological impacts within other CDFW jurisdiction areas, or if required in order to obtain CDFW permit approval, the applicant shall be responsible for mitigation of significant impacts at a 1:1 ratio to the slope adjacent to the drainage that supports non-native grasses in accordance with a mitigation and monitoring plan acceptable to the City and CDFW.
- CR-1 If any archeological materials or objects are unearthed during Project construction, all work in the vicinity shall be immediately halted until a qualified archeologist is retained by the City to evaluate the finds. Developer shall comply with all mitigation recommendations of the archeologist prior to commencing work in the vicinity of the archeological finds.
- CR-2 During Project construction, the Project Applicant shall ensure that in the event human remains are encountered during trenching or other ground-disturbing activity or at any time during project construction, state law shall be followed, which includes, but is not limited to, immediately contacting the County Coroner's office upon any discovery of human remains.
- CR-3 During any construction or ground-disturbing activity, the Project Applicant shall, in the event of an inadvertent discovery of previously unidentified cultural material, immediately retain a qualified archaeological consultant to evaluate cultural material and make recommendations as to its treatment.
- CR-4 If any paleontological materials or objects are unearthed during Project construction, all work in the vicinity shall be immediately halted until a qualified paleontologist is retained by the City to evaluate the finds. Developer shall comply with all mitigation recommendations of the archeologist prior to commencing work in the vicinity of the archeological finds.
- Geo-1 All Project-related grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Napa Public Works Department Standard Specifications (hereinafter referred to as PWD Standard Specifications).
- Geo-2 All construction activities shall meet the Uniform Building Code regulations for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets).
- Geo-3 During construction and grading, the Project Applicant shall ensure that project design and all construction and grading activities comply with the Project design features as set forth in Section 10 (Recommendations) of the Geotechnical Evaluation, dated September 29, 2014.

- H-WQ-1 To insure adequate drainage control, the Developer of any project which introduces new impervious surfaces (roof, driveways, patios) which will change the rate of absorption of drainage or surface run-off shall submit a drainage and grading plan designed in accordance with Policy Resolution No. 17 and the City of Napa Public Works Department Standard Specifications to the Public Works Department for its approval.
- H-WQ-2 For any construction activity that results in the disturbance of five (5) acres or greater total land area, or is part of a larger common plan of development that disturbs five (5) acres or greater total land area, Developer shall file a Notice of Intent with the California Regional Water Quality Control Board ("SWRCB") prior to any grading or construction activity. In the event construction activity for the Project occurs after the SWRCB has changed its General Permit for construction activity to cover disturbance(s) of one (1) acre or more, this measure shall apply to any construction activity for this Project which results in the disturbance of one (1) acre or greater total/and area, or is part of a larger common plan of development that disturbs one (1) acre or greater total land area.
- H-WQ-3 The Developer shall ensure that no construction materials (e.g., cleaning fresh concrete from equipment) are conveyed into the storm drain system. The Developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system.
- H-WQ-4 All materials that could cause water pollution (i.e., motor oil, fuels, paints, etc.) shall be stored and used in a manner that will not cause any pollution. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site.
- H-WQ-5 All construction activities shall be performed in a manner that minimizes, to the maximum extent practicable, any pollutants entering directly or indirectly the storm water system or ground water. The Developer shall pay for any required cleanup, testing and City administrative costs resulting from consequence of construction materials into the storm water drainage system.
- H-WQ-6 Developer shall meet the requirements of discharging to a public storm drainage system as required to ensure compliance by the City with all state and federal laws and regulations related to storm water as stipulated in the Clean Water Act. Developer shall meet the requirements of the National Pollutant Discharge Elimination System ("NPDES") permit in effect prior to completion of Project construction for storm water discharges from the municipal storm water system operated by the City of Napa. Developer shall comply with the Storm Water Pollution Mitigation Plan (SWPMP) submitted by Developer as part of its application as (modified and) approved by the Director of Public Works.
- H-WQ-7 Developer shall mark all new storm drain inlets with permanent markings, which state "No Dumping-Flows to River." This work shall be shown on improvement plans.
- H-WQ-8 Developer shall record a plan for long-term private maintenance acceptable to the Director of Public Works and the City Attorney for any structural storm water pollution removal devices or treatment control BMP incorporated as part of the Project. The plan shall comply with City and SWRCB requirements including, but not limited to, a detailed description of responsible parties, inspections, maintenance procedures for the detention system, including monitoring and documentation of annual report to the Public Works Department and procedures for enforcement. Appropriate easements or other arrangements satisfactory to the Public Works Director and City Attorney necessary or convenient to ensure the feasibility of the scheme and fulfillment of maintenance responsibilities shall be secured and recorded prior to approval of the final/parcel map or issuance of a building permit, whichever comes first.

- H-WQ-9 Prior to the issuance of any grading or building permits, the Project Applicant shall demonstrate compliance under California's General Permit for Storm Water Discharges Associated with Construction Activity. The Project Applicant shall prepare and submit to the City a Storm Water Pollution Prevention Plan that describes erosion and sediment control BMPs and BMPs that will be used during the construction of the Project.
- H-WQ-10 Prior to issuance of grading or building permits, the Project Applicant shall demonstrate that properly designed and sized LID features, as shown on Exhibit 32 through Exhibit 35, have been incorporated into the Project.
- LU-1 Developer shall comply with all requirements of federal, state, and local laws and regulations applicable to project construction and issuance of building permits.
- LU-2 Developer shall comply with the monitoring/reporting check lists development pursuant to the City of Napa Resolution 96-153 regarding CEQA implementation procedures for both standard and project specific mitigation measures.
- LU-3 Developer shall notify all employees and agents of the mitigation measures and conditions applicable to the Project and shall ensure compliance with such measures and conditions. Developer shall also notify all assigns and transferees of the same.
- N-1 Construction activities shall be limited to specific times pursuant to NMC 8.08.025 which limits construction activities to 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 4:00 p.m. on weekends or legal holidays, unless a permit is first secured from the City Manager (or his/her designee) for additional hours. The ordinance further states that there will be: no start-up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; no servicing of equipment past 6:45 p.m., Monday through Friday.
- N-2 During special events, Applicant shall ensure all public address or sound amplifications systems are operated consistent with the Project use permit.
- PS-1 Developer shall comply with all applicable requirements of the Uniform Fire Code the Fire Department and PWD Standard Specifications and the Fire Department "Standard Requirements for Commercial/Residential Projects," including, without limitation, the requirements for such things as access, new construction, smoke detectors, fire extinguishers, and fire hydrants. Existing fire hydrants may be used to meet hydrant location requirements only if they meet or are changed to meet current hydrant specifications.
- PS-2 All newly constructed buildings must have automatic sprinkler systems conforming to NFPA and City Standard Specifications, for which installation permit must be obtained from Fire Prevention. In multi-building complexes, or in buildings with three (3) or more stories, special monitoring conditions will be required. Existing habitable buildings, which are retained, shall be retrofitted.
- PS-3 The Developer of any project which proposes commercial occupancies shall secure approval from Fire Prevention and Building Departments prior to signing lease agreements and allowing occupancy of prospective occupants that pose possible fire and life safety hazards, or are classified, or are classified by the Uniform Building Code as an H (hazardous) occupancy. Examples of these types of occupancies are: Storage of flammable, combustible, explosive, or toxic materials, manufacturing processes involving the above, woodworking shops, fire rebuilding or storage, automotive repair, auto body repair and/or painting, factories where loose combustible fibers are present, semi-conductor fabrication facilities, and bulk paint storage.

- T-1 All required public frontage and street improvements shall be designed and built in accordance with City of Napa ordinances and the PWD Standard Specifications. Unless waived by the Public Works Director, street improvements shall include curbs, gutter, sidewalk, planting, streetlights, and street trees; any additional right-of-way necessary to accommodate these improvements shall be dedicated to the City.
- T-2 During non-working hours, open trenches shall be provided with appropriate signage, flashers, and barricades approved by the Street Superintendent to warn oncoming motorists, bicyclists, and pedestrians of potential safety hazards.
- T-3 All road surfaces shall be restored to pre-project conditions after completion of any project-related pipeline installation activities.
- T-4 Any pedestrian access through and/or adjacent to the project site shall remain unobstructed during project construction or an alternate route established as approved by the Police Chief and Public Works Director.
- T-5 To mitigate the cumulative impact of the traffic generated by the subject project on the City's arterial and collective street system, the Developer shall pay a Street Improvement Fee in accordance with Napa Municipal Code Chapter 15.84 and implementing resolutions to pay for the traffic improvements identified therein. Such fee shall be payable at the rate in effect at the time of payment. The findings set forth in the ordinance and implementing resolutions are incorporated herein. The City further finds that the calculation of the fees in accordance with the trip generation capacity of development demonstrates there is a reasonable relationship between the amount of the fees imposed and the cost of the street improvements attributable to this project.
- T-6 Prior to Project construction, the Project Applicant shall enter into an agreement with the City of Napa or Caltrans for a fair share fee payment related to the construction of State Route 29 Gateway Corridor Improvement Plan which is being analyzed by Caltrans within the SR 29/221 Soscol Junction Improvement Project EIR. The fair share fee shall be based on the project's percentage contribution to the intersection, which is 0.92% in the PM peak hour. The total cost of the construction of is estimated at \$40 million. The precise fee payment will be determined by the City and/or Caltrans.
- T-7 Prior to construction, the Project Applicant shall construct an additional northbound left-turn lane at Kaiser Road and SR 221. This will create a dual left-turn pocket of the same length as the existing left-turn pocket (280 feet). The same improvement is contemplated in the Napa Pipe Final EIR and the City may instead require a fair share contribution depending on the timing of the improvement.
- T-8 Prior to construction, the Project Applicant shall work with the City and Caltrans to ensure the signal timings at the intersection of Napa Valley Corporate Way and SR 221 are optimized.
- U-1 Prior to trenching within existing roadway areas, the Developer's engineer shall ascertain the location of all underground utility systems and shall design any proposed subsurface utility extensions to avoid disrupting the services of such systems.
- U-2 Water and energy conservation measures shall be incorporated into project design and construction in accordance with applicable codes and ordinances.
- U-3 The Project shall be connected to the Napa Sanitation District for sanitary sewer service. If the subject property is presently served by individual sewage disposal systems, the septic systems, setbacks, and reserve areas must be protected and maintained during cleaning,

- grading, construction, and after connection to the District, the existing septic tank(s) shall be properly destroyed.
- U-4 The Project shall be connected to the City of Napa water system. Any existing well must be properly protected from potential contamination. If an existing well is to be destroyed, a well-destruction permit must be obtained from the Napa County Department of Environmental Management by a licensed well driller. If an existing well is not destroyed, it must be properly protected and an approved backflow prevention device installed according to the Water District's specifications.
- U-5 The Project shall be designed and built in accordance with the PWD Standard Specification regarding the adequate conveyance of storm waters.
- U-6 All faucets in sinks and lavatories shall be equipped with faucet aerators designed to limit the maximum flow to two and two tenths (2.2) gallons per minute.
- U-7 All showerheads shall be of a design to limit the maximum flow to two and one-half (2.5) gallons per minute.
- U-8 The Developer shall completely offset the water requirements of this Project by complying with the retrofit requirements of Napa Municipal Code Chapter 13.09.
- U-9 During the construction/demolition/renovation period of the Project, Developer shall use the franchised garbage hauler for the service area in which the Project is located to remove all wastes generated during Project development, unless Developer transports Project waste. If the Developer transports the Project's waste, Developer must use the appropriate landfill for the service area in which the Project is located.
- U-10 Developer shall provide for the source separation of wood waste for recycling. Developer shall use the franchised garbage hauler for the service area in which located for collection of such wood waste, unless the Developer transports such wood waste to a location where wood waste is recycled.
- U-11 A recycling/solid waste enclosure shall be provided in accordance with Chapter 17.102, et seq. of the NMC for all commercial, industrial, and multi-family projects with common solid waste facilities.
- U-12 Prior to the issuance of building permits, the Project Applicant shall pay an increased discharge capacity charge to the Napa Sanitation District as required for land uses which produce greater amounts of wastewater than was analyzed in the 2007 Collection Systems Master Plan.

Conditions of Approval

- COA-T1 The applicant agrees to the installation of sharrow demarcations along Bordeaux Way. The sharrows shall be located along Bordeaux Way such that vehicles will be aware of bicycle potential path of travel.
- COA-Haz1 Prior to issuance of building permits, the Project Applicant shall comply with all regulations set forth in Zoning §17.34.040 and §17.34.050, ALUCP Zone D and Zone C, respectively, including pursuing issuance of a use permit and a compatibility determination from the Airport Land Use Commission. In addition, the Project Applicant shall comply with all relevant zoning code and General Plan designations, relevant to compliance with the ALUCP.