

**Initial Study/Addendum to the Downtown Napa Specific Plan EIR
for the CineDome Master Plan
City of Napa, Napa County, California**

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SECTION 1: INTRODUCTION

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the Downtown Napa Specific Plan Program Environmental Impact Report (State Clearinghouse No. 2010042043) prepared by the City of Napa remains sufficient to address the potential impacts of the proposed Napa CineDome Master Plan (Master Plan), or whether additional documentation is required under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.).

1.1 - Initial Study/Environmental Checklist

Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), the attached initial study/checklist has been prepared to evaluate the proposed Master Plan. The attached initial study/checklist uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines, but provides answer columns for evaluation consistent with the considerations listed under CEQA Guidelines Section 15162, subd. (a).

1.2 - Environmental Analysis and Conclusions

CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified Environmental Impact Report (EIR) or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, Section 15164, subd. (a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines Section 15164, subd. (c)). The decision-making body shall consider the addendum to the Final EIR prior to making a decision on the project (CEQA Guidelines Section 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;¹
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

¹ CEQA Guidelines Section 15382 defines “significant effect on the environment” as “. . . a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance . . .” (see also Public Resources Code, Section 21068).

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted. . . shows any of the following:
- a. The project will have one or more significant effects not discussed in the previous EIR or ND or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or ND;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, Section 15162, subd. (a); see also Pub. Resources Code, Section 21166).

This Addendum, checklist, and attached supporting documents have been prepared to satisfy the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.) for the City of Napa's Draft CineDome Master Plan (Master Plan), which will be considered by the City of Napa Planning Commission in January 2018.

1.2.1 - Findings

There are no substantial changes proposed by the Master Plan or in the circumstances in which the Master Plan will be undertaken that require major revisions of the Downtown Napa Specific Plan Environmental Impact Report (DNSP EIR). The proposed revisions do not require preparation of a new subsequent or supplemental EIR, due to either the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the Master Plan is consistent with the previous DNSP EIR and would involve only minor changes; therefore, an Addendum is appropriate CEQA compliance for the proposed Master Plan.

1.2.2 - Conclusions

The City of Napa may adopt the Napa CineDome Master Plan Project based on this Addendum. The impacts of the proposed Master Plan remain within the impacts previously analyzed in the DNSP EIR (CEQA Guidelines Section 15164).

1.3 - Mitigation Monitoring Program

As required by Public Resources Code Section 21081.6, subd. (a)(1), a mitigation monitoring and reporting program was prepared for the DNSP EIR in order to monitor the implementation of the mitigation measures that have been adopted for the Master Plan. Any long-term monitoring of mitigation measures imposed on the overall development described in the Master Plan will be implemented through the DNSP EIR Mitigation Monitoring and Reporting Program (Appendix A).

SECTION 2: MASTER PLAN DESCRIPTION

This section provides a description of the proposed CineDome Master Plan (Master Plan), including details of the location, setting, background, and principal Master Plan characteristics.

2.1 - Location

The City of Napa is located in the southern part of the Napa Valley, approximately 50 miles north of San Francisco. The City is situated on the valley floor, surrounded predominantly by rural and agricultural land and flanked by rolling hills. Napa is the county seat and the second largest city in northern California's wine country after Santa Rosa. The Master Plan area is located in the northeastern portion of downtown Napa, near the intersection of Pearl and West Streets (Exhibit 1).

2.2 - Environmental Setting

Downtown Napa contains a diverse mix of residential, commercial, retail, office and civic uses. The downtown core is located west of Soscol Avenue and features a range of commercial uses from small, local shops and restaurants to large-format retail. There are approximately 125 residential units downtown, with walkable residential neighborhoods immediately adjacent. Notable public uses in downtown Napa include city and county administrative offices, the County Courthouse and the Napa Library.

As shown on Exhibit 2, the Master Plan area is bounded by Clinton Street to the north, Yajome Street to the east, the Oxbow Commons flood bypass channel and Napa Creek to the south, and the historic Kyser-Williams block and West Street to the west. Surrounding uses include single-family residential neighborhoods to the north and northeast, a three-story commercial office building to the northwest on Clinton Street, and pedestrian-oriented retail and restaurant uses along Pearl Street to the west. The Main Street Entertainment District is located approximately 250 west of the Master Plan Area. Major landmarks in the vicinity of the Master Plan area include the Napa Valley Wine Train Station to the east across Soscol Avenue and the Oxbow Market further to the east across the Napa River.

The 5.4-acre Master Plan area itself is composed of two distinct subareas: the Napa Sanitation District (NSD) Block and the South of Pearl Street Block. The NSD Block contains a skate park, a playground, the NSD pump station and an older associated outbuilding. The 1.32-acre block is ringed with ornamental trees, and the pump station at the interior of the block is flanked by tall coniferous trees that screen its eastern and northern walls. Also at the interior of the site to the south of the pump station is a public parking lot providing approximately 10 surface parking stalls.

Totaling 4.08-acres in size, the South of Pearl Block is currently in use as a public surface parking lot. Within this block, a 0.66-acre parcel at the southeast corner of West and Pearl Streets formerly housed the Napa CineDome, a movie theatre demolished and removed in 2015. This parcel is owned by SyWest Development, while the adjacent parcels within the South of Pearl Block are owned by the City of Napa. The recently constructed floodwall runs along the southern perimeter of

the South of Pearl Block and a pathway leads down to the Oxbow Commons. Partial views of the hills to the east of the City are available from vantage points in the South of Pearl Block, although intervening development and tall trees obscure them.

The terrain of the Master Plan area is relatively flat, with elevations ranging from 16 to 20 feet. Most of the Master Plan area is located within a Federal Emergency Management Agency (FEMA)-designated Special Flood Hazard Area, with base flood elevations ranging from 20 to 22 feet and portions of the site located within the regulatory floodway. The top of the floodwall ranges between 24.0-ft and 24.5-ft in elevation.

The Master Plan area is served by existing water and sewer infrastructure, including an existing 8-inch water main and an 8-inch sewer in West Street. Existing sanitary sewer infrastructure has capacity to meet dry weather demands, but not wet weather demands. The NSD Collection System Master Plan has designated the Pearl Street sewer main as a high priority for upgrades. There are existing storm drain lines in Pearl, West, and Yajome Streets, and the Master Plan area currently has existing electrical transformers and an underground, three-phase electrical service east of and parallel to West Street. PG&E is the current provider of gas and electricity for the site.

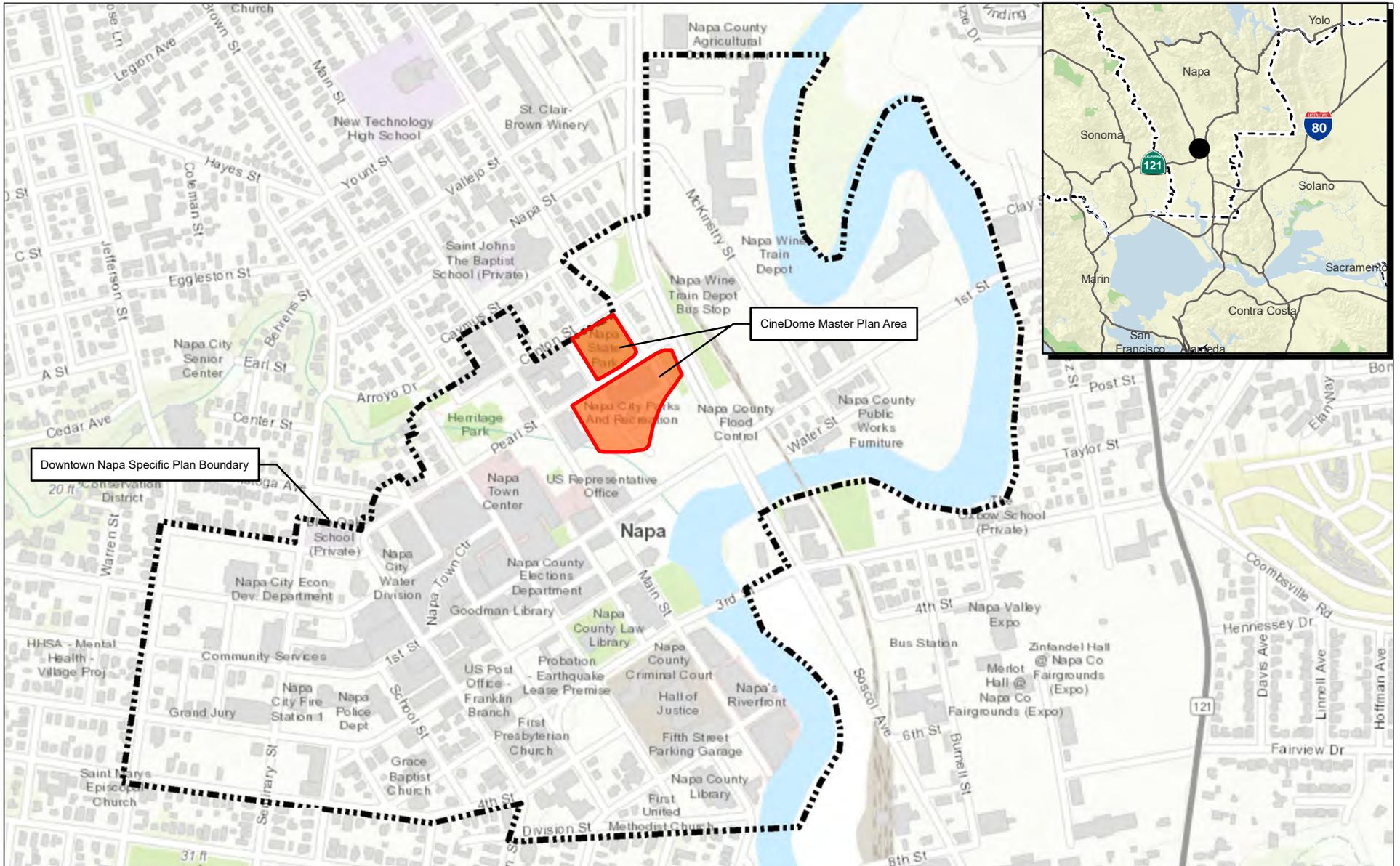
2.3 - Project Background

2.3.1 - Downtown Napa Specific Plan

The Downtown Napa Specific Plan (DNSP) provides the guiding framework for realizing the vision of a vibrant, healthy and balanced pedestrian-oriented city center. The DNSP guides all new development downtown through detailed policies, design guidelines and development standards and financing mechanisms. Key objectives of the DNSP include defining a unique identity for Downtown Napa that builds on its existing historic elements and natural setting; catalyzing investment to support the economic vitality of the downtown area; connectivity within the downtown area and to surrounding neighborhoods; encouraging uses and amenities that promote activity throughout the day and night; and bolstering downtown Napa as a regional and local destination for living, working and playing.

The DNSP identified three Focus Areas with strategic locations that offer important opportunities to catalyze redevelopment downtown. One of these was the CineDome Focus Area, whose boundaries are contiguous with those of the Master Plan area. The DNSP outlined specific objectives intended to guide future development in the CineDome Focus Area, including the following:

- Promote mixed-use, office and residential uses in the CineDome Focus Area.
- Improve pedestrian and bicycle connections to take advantage of the proximity to the Oxbow Commons recreational opportunities.
- Encourage development to provide access and visual connections to Oxbow Commons, Napa Creek and a link to the Downtown core.



Source: ESRI



Exhibit 1
Location and Setting

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- Promote mixed-use development and a plaza on the south side of the Focus Area facing the Oxbow Commons as part of a development project. Provide seating and gathering facilities in the plaza that are complementary to the active recreational opportunities in the Oxbow Commons.
- Ensure that building massing along large blocks is broken up to allow passage or circulation through them with paths leading to destinations including public spaces.
- Encourage pedestrian and bicycle promenades and seating areas to take advantage of location next to the Oxbow Commons and Napa Creek.
- Integrate structured public parking to replace and supplement surface parking that will be removed when the bypass channel is constructed.
- New development on the NSD site should minimize its impact on neighboring residential uses.
- New development should respect adjacent historic buildings.
- Development adjacent to Napa River, Creek or Bypass should enhance vitality and activity in the area.

The objectives are not intended to be regulatory, but rather to be utilized in formulating design for new development in the CineDome Focus Area.

2.3.2 - Downtown Napa Specific Plan Program Environmental Impact Report

The City prepared a Program Environmental Impact Report for the Downtown Napa Specific Plan (DNSP EIR) and certified the Final DNSP EIR in May 2012. The DNSP EIR identified the significant environmental effects that could result from implementation of the DNSP as well as the ways in which those impacts could be reduced to less than significant levels, either through the imposition of mitigation measures or through the implementation of specific alternatives. Mitigation measures from the Final DNSP EIR are included in Appendix A to this Initial Study/Addendum.

2.3.3 - General Plan Land Use and Zoning

The DNSP organized downtown Napa into six distinct land use designations, each supported by specific development standards. The land use designations were incorporated into the General Plan, replacing the prior General Plan designations. The land use designations are also zoning designations. The land use designations and zoning districts regulate which uses are allowed in each area and how they will be managed to minimize conflicts between uses and maximize economic and social vitality. The Master Plan area is designated/zoned Downtown Mixed-Use, which allows a broad mix of uses that is less intensive than in the Downtown Core Commercial area and more oriented to residents' daily needs.

The Downtown Mixed-Use land use designation and zoning district provides for retail uses; administrative and other offices; institutional, recreational, entertainment, arts and cultural uses; hotels and conference facilities; transportation facilities; and public and quasi-public uses that strengthen the role of downtown Napa as the center of the community. The Downtown Mixed-Use land use designation and zoning district also encourages residential uses, primarily as part of a

mixed-use development, although stand-alone residential development may be permitted where it does not conflict with the objective of providing continuous linkages in and around downtown Napa.

2.4 - Master Plan Characteristics

2.4.1 - Master Plan Summary

The City of Napa has prepared a Draft Master Plan for the CineDome Focus Area that builds on the policies, standards, and guidelines outlined in the DNSP and on the applicable provisions of the City of Napa Zoning Ordinance to provide a precise vision for redevelopment of the CineDome Focus Area. That vision includes the development of a mix of residential, retail, and restaurant uses that contribute to the vitality of the downtown Napa, as well as a parking structure to expand the reserve of off-street parking and improve parking accessibility. The Master Plan also includes development standards and design guidelines intended to promote walkability, connectivity, and context-sensitive development in keeping with the standards of the community.

The conceptual site plan (Exhibit 3) shows the uses and configuration envisioned for the NSD and south of Pearl Street Blocks. As shown, medium-density residential uses would be located in the northern portion of the Master Plan area adjacent to an existing single-family neighborhood; pedestrian-oriented mixed-use buildings and a parking structure would be located toward the center of the Master Plan Area; and a public plaza with mixed-use retail, restaurant and residential uses would be provided in the southern portion of the Master Plan area near the Oxbow Commons and Soscol Avenue.

NSD Block

The Master Plan envisions the demolition and removal of the existing skate park, playground, NSD pump station, and associated outbuilding. The NSD Block would be redeveloped with 30 townhomes and 46 parking spaces for residents and visitors. Building height would be limited to two-stories for the northern third of the site, with a step-up to three stories in the middle third of the block, respecting the height limit of 35 feet for this transitional zone established in the DNSP. Resident parking would be covered, with off-street surface stalls provided for guests.

Site development standards would require 10-foot setbacks along West, Clinton, and Yajome Streets, but no setback requirement on the Pearl Street property line. Instead, the Pearl Street frontage would be required to have a pedestrian-oriented configuration that incorporates “active” elements such as stoops, storefronts, porches, and front door setback from the property line.

Access to the NSD Block would be taken from West Street and Yajome Street, with no access permitted from Clinton or Pearl Streets. Access through the block from West Street to Yajome Street would be required in development proposals in order to allow for trash collection and fire-protection.

South of Pearl Block

A new public parking structure is envisioned on the western most portion of the South of Pearl Block, west of West Street. The five-level structure would accommodate between 350 and 400

parking spaces and incorporate active retail uses at the ground floor level of both the northern Pearl Street frontage and the southern “build-to” line fronting the public plaza. Development standards would limit the height of the structure to 60 feet, with a requirement for a minimum setback of 45 feet from the Kyser-Williams Block to the west. Development standards would also require inviting signage at public street entrances to the structure and to direct drivers to the parking facility. Vehicles would access the structure on West Street via Pearl Street.

On the adjacent SyWest parcel to the east, development of a mixed-use retail/residential complex is envisioned to replace the existing surface parking lot built in conjunction with the Oxbow Commons improvements after the demolition of the CineDome Theatre. Master Plan Design Guidelines encourage the provision of underground parking within the complex and proposed development standards allow for building heights of up to 60 feet, consistent with the provisions of the DNSP. Master Plan Design Guidelines also call for a one-way ring road with ingress from Pearl Street via West Street and egress to Pearl Street from Yajome Street to provide access to the interior of the parcel. Underground parking access would be either directly from Pearl Street or from the ring road.

On the eastern and southern portions of the South of Pearl Block, Master Plan Design Guidelines encourage development of retail, restaurant, and residential uses, including a one-story building-in-the-round within the public plaza space at the southern end of the block; a mixed-use, residential-over-retail building in the central portion of the block; and a service retail structure with a focus on cyclists adjacent to Soscol Avenue. For the mixed-use building, Master Plan Guidelines encourage three stories of residential units over podium parking at the north of the building, with ground-floor restaurant bar space at the south, opening onto the public plaza. Consistent with the DNSP, development standards allow for a maximum building height of 50 feet. To facilitate construction, the Master Plan anticipates aggregation of five, small City-owned parcels. Vehicular access to this portion of the block would be taken via the ring road.

South of Pearl Block Alternate Massing Plan

An alternate massing plan would site the parking structure on the eastern portion of the block, with mixed use development in the center and western portions of the site. The southern portion of the site would continue to be developed as planned with a one story, architecturally compelling structure. The alternative massing is shown in Exhibit 3a. The alternate massing would involve aggregation of the three parcels south of Pearly Street and a modified location for the proposed uses described in the Master Plan; it would not result in any change to the type or square footage of development under consideration. The effect of the alternate massing, including access to the parking structure and effects to local circulation are addressed in this addendum.

Bicycle/Pedestrian Circulation

The Master Plan does not propose significant changes to the circulation system to and through the plan area. As discussed above, a ring road is envisioned to provide access to the interior of the South of Pearl Block. Additionally, direct pedestrian and bicycle connections to surrounding destinations will be provided, including Main Street to the south of the Kyser-Williams Block, Opera House Plaza via the pedestrian bridge over Napa Creek, and Pearl Street via paseos in three locations.

Public Art

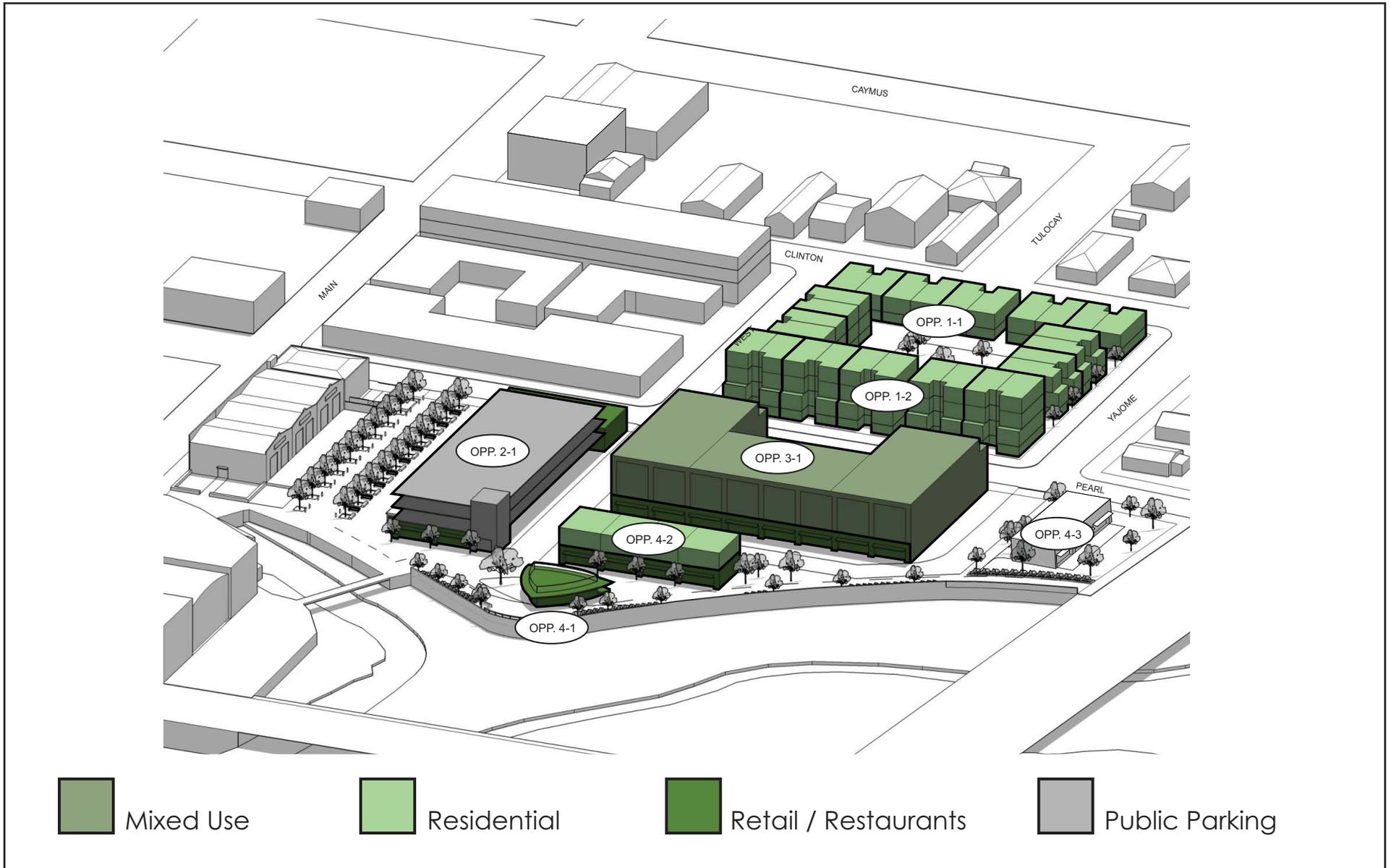
The Master Plan includes specific policies and guidelines for public art at three locations on the South of Pearl Block, with the intention of strengthening sense of place and enhancing walkability. The first location is along a paseo connecting the proposed public plaza and Pearl Street to the east of the parking structure, where multiple free-standing pieces of human-scale would be encouraged. The second location is within the public plaza, where a free-standing object at a scale visible from a distance is proposed. The third location is in the circulation area around the service retail building envisioned for the eastern portion of the block, where installation of multiple elements would be encouraged. The Master Plan stipulates that artwork must comply with the City of Napa Public Art Master Plan and the 2010 Napa Public Art Ordinance.

Illustrative Development Program

This section provides a quantification of the future housing units and non-residential space that could result from buildout of the proposed Master Plan. Buildout projections have been developed in order to allow for an evaluation of the “reasonably foreseeable” environmental effects of the Master Plan, as required under CEQA. No development within the Master Plan area is proposed at this time. Future projects pursuant to the Master Plan would be required to evaluate consistency with the Master Plan, including the buildout projections below, and to identify and mitigate any significant project-specific impacts as appropriate.

Table 1: CineDome Master Plan Illustrative Development Program

Category	Housing Units	Non-Residential Space (square feet)
Napa Sanitation District Block (NSD)	30	0
South of Pearl Block	75	19,200
Total	105	19,200

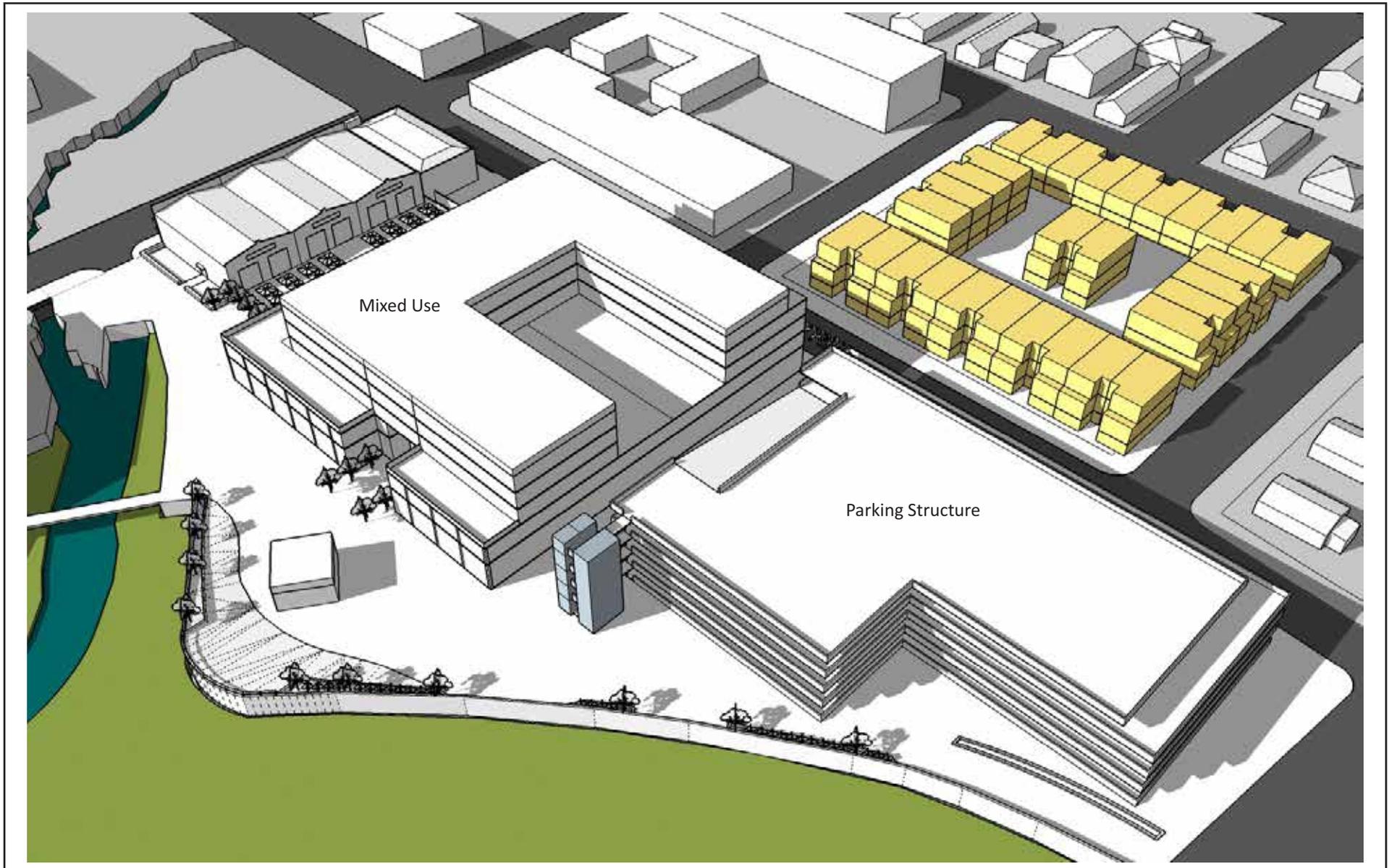


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Exhibit 3
Conceptual Site Plan

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SECTION 3: CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, “project” changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the CEQA Guidelines. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the Final EIR. These environmental categories might be answered with a “no” in the checklist, since the proposed project does not introduce changes that would result in a modification to the conclusion of the previously approved CEQA document.

This addendum addresses the conclusions of the Downtown Napa Specific Plan (DNSP) EIR.

3.1 - Explanation of Checklist Evaluation Categories

(1) Conclusion in Downtown Napa Specific Plan EIR and Related Documents

This column summarizes the conclusion of the DNSP EIR relative to the environmental issue listed under each topic.

(2) Do the Proposed Changes Involve New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the Master Plan will result in new significant environmental impacts not previously identified or mitigated by the DNSP EIR or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

(3) New Circumstances Involving New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the Master Plan is undertaken that will require major revisions to the DNSP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(4) New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the DNSP EIR was adopted, shows any of the following:

- (A) The Master Plan will have one or more significant effects not discussed in the DNSP EIR;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous DNSP EIR;

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

If the additional analysis completed as part of this environmental review were to find that the conclusions of the DNSP EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “no” and no additional environmental document would be required to evaluate the potential environmental impacts of implementing the Master Plan.

(5) Mitigation Measures Implemented or Address Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the DNSP EIR provides mitigation measures to address effects in the related impact category. Previously adopted mitigation measures in the DNSP EIR will be identified. These mitigation measures would be implemented with the construction of development contemplated under the Master Plan, as applicable. If “NA” is indicated, the Final EIR has concluded that the impact either does not occur with this Master Plan or is not significant, and therefore no additional mitigation measures are needed.

3.2 - Discussion and Mitigation Sections

(1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the Master Plan relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

(2) Mitigation Measures

Applicable mitigation measures from that apply to the Master Plan are listed under each environmental category.

(3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
I. Aesthetics, Light, and Glare					
<i>Would the Master Plan:</i>					
a) Have a substantial adverse effect on a scenic vista?	Less than significant	No	No	No	None
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than significant	No	No	No	None
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant	No	No	No	None
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant	No	No	No	None

Discussion

Criterion a—Scenic Vistas

Summary of DNSP EIR Findings

The DNSP EIR did not identify any significant impacts to scenic views or vistas as a result of DNSP implementation. The DNSP EIR noted that the City of Napa does not have any officially designated scenic views or vistas, but that views of the hills from the Oxbow area and views along the Napa River riparian corridor are view corridors in the vicinity of the Master Plan area that could potentially be affected by DNSP implementation as well as short- and medium-range views from inside the DNSP area. However, the Building Form Standards proscribe a maximum building height of 60 feet in the Downtown II zone and a maximum height of 35 feet in the Transitional zone. The Design Guidelines contained in the DNSP require that new development not overwhelm the existing pedestrian experience of the street and that massing elements be incorporated into the future projects to appropriately transition between the structures of different heights. Further, the DNSP contains policies designed to preserve and enhance existing views along the Napa River riparian

corridor. Therefore, overall, compliance with the provisions of the DNSP would ensure that impacts to view corridors and short- and medium-range views from inside the DNSP area are reduced to a less than significant level.

Master Plan Analysis and Conclusion

Consistent with the DNSP, the Master Plan envisions the redevelopment of the CineDome site with a mix of residential and pedestrian-oriented commercial uses and the construction of a parking structure. The City of Napa does not have any officially designated scenic views or vistas; however, Master Plan implementation would potentially affect views of the hills, and short- and medium-range views from within the Master Plan area could be affected with the development of buildings. Given intervening development and the topography of the Master Plan Area that slopes gently upward toward Soscol Avenue, views of the Napa River are not available from the Master Plan Area.

Development under the Master Plan would result in new and taller buildings on the NSD and South of Pearl Blocks, which would obscure views of the hills to the east from some vantage points within the Master Plan area. However, heights would be limited in accordance with the specifications of the DNSP, and the conceptual site plan (Exhibit 3) and Alternate Massing for South of Pearl Block (Exhibit 3a) provides a plaza at the south end of the South of Pearl Block. Master Plan policies A.6, A.8.1 and A.8.2 encourage pedestrian passages, mid-block breaks, and building massing that would maintain views of the hills. As such, changes to existing views would not be substantially adverse. With respect to short- and medium-range views, compliance with DNSP guidelines would ensure that new development under the Master Plan does not overwhelm the existing pedestrian experience and that subsequent development provides appropriate transitions between structures of different heights. Additionally, implementation of proposed Master Plan Policies C.1, D.1, E.2, E.4, E.9 and E.15 would encourage activation of the street and enhancement of the pedestrian experience. Therefore, impacts to scenic vistas associated with implementation of Master Plan have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Criterion b—State Scenic Highways

Summary of DNSP EIR Findings

The DNSP EIR did not identify any significant impacts to State Scenic Highways as a result of DNSP implementation. State Route 29 (SR-29) and SR-121 are eligible scenic highways and run in north-south directions approximately 0.5 mile west and less than 0.25 mile east of downtown Napa, respectively. However, there are no officially designated scenic highways in or adjacent to the DNSP area.

Master Plan Analysis and Conclusion

The Master Plan area is located in the northeastern part of downtown Napa, approximately 1 mile east of SR-29 and 1 mile north of SR-121. There are no officially designated scenic highways in or adjacent to the Master Plan area, and given the distance from eligible scenic highways and the intervening development, Master Plan implementation under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) would not adversely affect views of any State Scenic Highways.

Criterion c—Visual Character

Summary of DNSP EIR Findings

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

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

Master Plan Analysis and Conclusion

The DNSP outlined specific objectives intended to guide development in the Master Plan area, including promoting mixed-use, office and residential uses; improving pedestrian and bicycle connections; ensuring that building massing along large blocks is broken up to allow passage or circulation through them; integrating structured public parking to replace and supplement surface parking; and ensuring that future development minimizes impacts on neighboring residential uses and respects adjacent historic buildings. The Master Plan builds on these objectives and provides additional direction and specific policies for the configuration of development, including the orientation and treatment of particular land uses and the massing and architectural character of new development. In addition, the Master Plan provides development guidance and incentives as well as specific requirements to implement the City's vision.

The Master Plan does not propose changes to land use and zoning. Rather, it envisions mixed-use residential and commercial development and construction of a parking structure consistent with the objectives of the DNSP. Development pursuant to the Master Plan under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) would be required to comply with the Development Standards for Building Form as well as the Design Guidelines in the DNSP. Additionally, the Master Plan Land Use Objectives and supporting policies reinforce the specific

objectives of DNSP. For example, Objective LU-1 is to provide opportunities for infill development; Objective LU-3 is to prioritize the development of mixed-use office or residential projects with active ground floor uses; Objective LU-5 encourages pedestrian and bicycle promenades that connect with adjacent public spaces and rights-of-way; Objective LU-6 seeks to minimize impacts on neighboring uses; and Objective LU-7 stipulates the need to respect the historic character of the adjacent Kyser-Williams Block. To further implementation of DNSP development standards and design guidelines, the Master Plan also includes guidelines pertaining to land uses, building heights, setbacks, and service and trash collection access for each subarea within the Master Plan area. Additionally, the Master Plan envisions public art installations at three locations on the South of Pearl Block, which would add visual interest in the Master Plan area.

In summary, development under the Master Plan under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) would be consistent with the vision of the DNSP for the CineDome Focus Area, and the proposed policies, standards, and guidelines of the Master Plan would reinforce the specific objectives of DNSP. Therefore, impacts with respect to changes in the visual character of the Master Plan area have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Criterion d—Light and Glare

Summary of DNSP EIR Findings

The DNSP EIR did not identify any significant impacts related to increased light and glare as a result of DNSP implementation. While new buildings within the DNSP area would include exterior and interior lighting as well as reflective surfaces that would increase sources of light and glare, DNSP Design Guidelines would reduce potential impacts to a less than significant level by specifying that the cone of light and/or glare from exterior lighting element is kept entirely on the property or below the top of any fence, edge or wall; verifying that fixtures do not cast light directly into adjacent residential windows; and encouraging the use of translucent or optical lens diffuser globes or shields.

Master Plan Analysis and Conclusion

Development under the Master Plan would result in the development of new buildings as anticipated in the DNSP; consequently, new sources of lighting would be created. Additionally, while the redevelopment of the surface parking lot on the South of Pearl Block would eliminate glare from the windshields of parked cars, construction of new buildings would introduce new sources of glare in the form of reflective glass and metal elements. However, implementation of the Master Plan under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) would not change the type or extent of development within the Master Plan area; therefore, the potential impacts related to increased light and glare were adequately accounted for in the DNSP EIR. In addition, implementation of Master Plan Policy G.2, which requires Dark Sky-compliant light fixtures, and Policy G.4, which seeks to limit light spill, would address potential light impacts.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, aesthetic impacts associated with Master Plan implementation under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
II. Agricultural and Forest Resources					
<i>Would the Master Plan:</i>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NA	No	No	No	None
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NA	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NA	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NA	No	No	No	None
e) Involve other changes in the existing environment which,	NA	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					

Discussion

Criteria a–e

Summary of DNSP EIR Findings

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

Master Plan Analysis and Conclusion

The Master Plan area does not contain any agricultural or forest resources and the Master Plan does not propose any changes to existing land use and zoning. As such, impacts to agricultural and forest resources associated with development that could result have already been accounted for and analyzed within the DNSP EIR, and no new or more severe impacts will occur.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, agriculture and forest resource impacts associated with Master Plan implementation under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental IssueArea	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
III. Air Quality					
<i>Would the Master Plan:</i>					
a) Conflict with or obstruct implementation of the applicable air quality control plan?	Significant and unavoidable	No	No	No	MM 4.B-1
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and unavoidable	No	No	No	MM 4.B-1
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and unavoidable	No	No	No	MM 4.B-1
d) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant with mitigation	No	No	No	MM 4.B-2
e) Create objectionable odors affecting a substantial number of people?	Less than significant with mitigation	No	No	No	MM 4.B-3

Discussion

Criterion A—Air Quality Plan Conflicts

Summary of DNSP EIR Findings

The DNSP EIR found a significant and unavoidable air quality impact due to increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources. While the implementation of Mitigation Measure 4.B-1, requiring the inclusion of additional transportation demand management (TDM) strategies for individual project applicants pursuant to the DNSP, would ensure consistency with the Mobile Source Emissions Control Measures from the Bay Area Air Quality Management District (BAAQMD) Clean Air Plan, the rate of increase in vehicle miles traveled (VMT) would be more than the rate of increase in population for the DNSP and is inconsistent with the population and VMT assumptions of the Clean Air Plan. No additional mitigation measures were found to reduce this impact.

Master Plan Analysis and Conclusion

The Master Plan traffic study provided by Kimley Horn compared the traffic generation between the DNSP and the proposed Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a). The study determined that the proposed Master Plan land uses would result in a decrease in total morning and afternoon peak hour trips, as well as total daily trips, as compared to what was originally evaluated for the DNSP. Considering this information, it is anticipated that the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would not result in any additional traffic impacts beyond what was disclosed and evaluated in the DNSP EIR.

As discussed in the Population and Housing section, the Master Plan identifies development opportunities in a key location of the downtown area, which is consistent with DNSP. The Master Plan further articulates the allowable land use envisioned in the DNSP. Consistent with the DNSP and DNSP EIR, the Master Plan contemplates up to 105 new dwelling units and 22,000 square-feet of retail uses, or 231 new residents and 49 employees, over the course of 20 years. Therefore, the Master Plan does not change or create more severe impacts with respect to conflict with the applicable air quality management plan beyond those analyzed within the DNSP EIR.

As discussed in Transportation and Traffic section, Mitigation Measure 4.L-6 would be applied to development within the DNSP, including the Master Plan. The proposed Master Plan would not change the type or extent of growth allowed under the DNSP, and would actually result in a reduction in vehicle trips. Therefore, any impacts to transportation and traffic that could also affect air quality have been accounted for and analyzed within the DNSP EIR, and no new or more severe impacts will occur, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a).

Criterion b—Contribute substantially to existing or projected air quality violations?

Summary of DNSP EIR Findings

BAAQMD CEQA Guidelines do not identify a threshold of significance for evaluating construction-related emissions of criteria air pollutants and precursors from a specific plan, and as such, the DNSP

did not discuss construction-related emissions impacts. The BAAQMD threshold for operational emissions of criteria air pollutants and precursors from a specific plan is consistency with current air quality plan control measures, and projected VMT increase less than or equal to projected population increase. As discussed above, the DNSP EIR found a significant and unavoidable impact given that the rate of increase in VMT would be more than the rate of increase in population for the DNSP, which is inconsistent with the population and VMT assumptions of the Clean Air Plan.

Master Plan Analysis and Conclusion

The Master Plan does not propose land use or zoning changes, or changes in the type or extent of development allowed under the DNSP. As described above in the discussion of Criterion a, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not increase total daily trips or peak hour trips compared to the DNSP. Therefore, the Master Plan would not change or create more severe impacts with respect to criteria pollutant emissions beyond those disclosed and evaluated within the DNSP EIR.

Additionally, for informational purposes, a quantitative analysis of the short-term construction and long-term operational emissions associated with the Master Plan are provided below, and compared with BAAQMD's project-level thresholds of significance. Details of calculations can be found in Appendix C to this Initial Study/Addendum. For the purpose of this analysis, the Master Plan development would include the following components:

- 105 new housing units
- 19,200 square feet of new retail and restaurant space
 - 3,200 square feet of shopping center
 - 10,000 square feet of quality restaurant
 - 6,000 square feet of high-turnover restaurant
- 500 off-street parking spaces
 - 150 street parking spaces
 - 350 spaces in new parking structure

Downtown Napa is located within the jurisdiction of BAAQMD. The Bay Area region is in nonattainment of standards for the following pollutants of concern: ozone, particulate matter with a diameter of 10 microns or less (PM₁₀) and particulate matter with a diameter of 2.5 microns or less (PM_{2.5}). Ozone is a regional pollutant formed by photochemical reactions in the atmosphere and is not directly emitted into the air. Ozone precursors, such as reactive organic gases (ROG) and oxides of nitrogen (NO_x), react in the atmosphere in the presence of sunlight to form ozone. Therefore, the BAAQMD has developed thresholds of significance for ROG and NO_x to regulate the regional generation of ozone. PM₁₀ and PM_{2.5} are of concern particularly during construction because of the potential to emit fugitive dust during earth-disturbing activities (construction fugitive dust), and the potential to form secondary particulate matter in the atmosphere.

The 2017 BAAQMD CEQA Guidelines have adopted regional construction and operational emissions significance of thresholds to determine cumulative impacts on air quality in the Bay Area Air Basin. A significant impact would result if a project would exceed any of the following criteria in Table 2.

Table 2: BAAMQD’s Project-Level Thresholds of Significance

Pollutant	Construction Thresholds Average Daily Emissions (pounds/day)	Operational Thresholds	
		Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO _x	54	54	10
PM ₁₀ (exhaust)	82	82	15
PM _{2.5} (exhaust)	54	54	10
Fugitive Dust	Construction Dust Ordinance, other Best Management Practices (BAAQMD Basic Construction Mitigation Measures)	Not Applicable	
Notes: ROG = reactive organic gases, NO _x = nitrogen oxides PM ₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 µm or less PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5 µm or less Source: BAAQMD 2017.			

Construction Emissions

Construction-related emissions would result from on-site and off-site activities. On-site emissions consist principally of exhaust emissions from the heavy-duty off-road construction equipment, on-site motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Off-site emissions are caused by motor vehicle exhaust associated with delivery and haul truck vehicles, construction worker traffic, and road dust. The BAAQMD does not have a quantitative threshold for fugitive dust, but it considers implementation of its Basic Construction Measures sufficient to minimize fugitive particulate matter dust emissions. These measures are required for all projects regardless of their level of emissions with respect to significance thresholds.

The California Emission Estimator Model (CalEEMod Version 2016.3.2) was used to estimate the Master Plan’s construction and operational-related air pollutant emissions. The CalEEMod construction phases, duration, and equipment default assumptions were utilized. For the purpose of this analysis, the CalEEMod default assumptions create the most conservative construction scenario, as this is the earliest construction year and most intense (i.e., shorter duration) construction schedule. As the regulations and standards become more stringent, the emission rates for construction equipment would decrease over time. This analysis assumed that construction activities would start in June 2018. Appendix C provides detailed assumptions.

Table 3 shows the annual and average daily construction emissions. The average daily construction emissions were compared with BAAQMD’s regional project-level thresholds of significance.

Table 3: Annual and Daily Average Emissions during Construction

Construction Activity	Annual Emissions (tons/year)			
	ROG	NO _x	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)
Demolition	0.04	0.49	0.02	0.02
Site Preparation	0.02	0.24	0.10	0.01
Grading	0.08	0.89	0.10	0.04
Building Construction—2018	0.15	1.20	0.06	0.06
Building Construction—2019	0.37	3.10	0.15	0.14
Paving-2019	0.02	0.15	0.01	0.01
Architectural Coating—2019	0.84	0.02	0.00	0.00
Total Annual Construction Emissions	1.51	6.09	0.44	0.27
Construction Activity	Daily Average Emissions (pounds/day)			
	ROG	NO _x	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)
Average Daily Emissions (lbs/day)¹	7.57	30.46	2.20	1.37
BAAQMD Average Daily Emissions Significance of Thresholds	54	54	82	54
Exceeds thresholds?	No	No	No	No
Notes: ¹ The average daily construction emissions were estimated based on the total annual emissions divided by the number of working days (400 working days). ROG = reactive organic gases; NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter Totals may not appear to add exactly due to rounding. Source: BAAQMD CEQA Guideline, 2017; CalEEMod 2016.3.2 version. See Appendix C.				

As shown above, the construction emissions are below the BAAQMD’s thresholds of significance. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose changes to land uses, or changes in the type or extent of development allowed under the DNSP. In addition, the quantification of construction emissions demonstrates that the Master Plan would not exceed BAAQMD’s regional emission thresholds. Therefore, construction-related impacts have been accounted for and analyzed within the DNSP EIR, and no new or more severe impacts will occur.

Operational Emissions

Operational emissions are generated by area, energy and mobile sources. Area sources would include activities such as landscape maintenance and occasional architectural coatings. Energy sources would include electricity and natural gas combustion for space and water heating requirements of the project. Mobile sources would include vehicle trips associated with passenger cars and delivery trucks. The BAAQMD operational thresholds of significance were used to assess the significance of operational

emissions. Table 4 shows the annual and average daily operational-related emissions prior to the implementation of mitigation measures.

Table 4: Annual and Average Daily Operation Emissions

Emission Source	Annual Emissions (tons/year)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	0.61	0.01	<0.01	<0.01
Energy	0.02	0.21	0.02	0.02
Mobile	0.73	3.78	0.02	0.02
Total	1.36	4.00	0.04	0.04
BAAQMD Maximum Annual Emission Threshold	10	10	15	10
Exceeds thresholds?	No	No	No	No
Emission Source	Daily Average Emissions (pounds/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Average Daily Emissions (lbs/day)	7.45	21.92	0.24	0.23
BAAQMD Average Daily Emission Thresholds (lbs/day)	54	54	82	54
Exceeds thresholds?	No	No	No	No
Notes: ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter Source: CalEEMod Version 2016.3.2, see Appendix C.				

The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose changes in land use or zoning, or changes in the type or extent of development allowed under the DNSP. It also would not increase the daily trip generations compared to the DNSP. In addition, the quantification of operational emissions shows the Master Plan would not exceed BAAQMD’s regional emission thresholds. Therefore, operational impacts have been accounted for and analyzed within the DNSP EIR, and no new or more severe impacts will occur.

Criterion c—Cumulatively considerable net increase of any criteria pollutants

Summary of DNSP EIR Findings

The DNSP EIR was found to be consistent with the 2010 BAAQMD TCMs with implementation of Mitigation Measures 4.B-1. While implementation of Mitigation Measure 4.B-1 would ensure consistency with BAAQMD transportation control measures, the rate of increase in VMT would be more than the rate of increase in population, and therefore, would be considered inconsistent with

the population and VMT assumptions of the Clean Air Plan. As such, the DNSP was found to result in a cumulatively considerable criteria air pollutant impact.

Master Plan Analysis and Conclusion

As with the DNSP, the plan-level thresholds for determining significance of criteria pollutant emissions impacts apply to the Master Plan, given that no development is proposed in the Master Plan area at this time. As described above in the discussion of Criteria a and b, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes, and would not change the type or extent of development allowed under the DNSP. It also would not increase the daily trip generations compared to the DNSP. In addition, the quantification of construction and operation emissions discussed above shows that the Master Plan would not exceed BAAQMD's regional emission thresholds. Therefore, the Master Plan would not create more severe impacts with respect to criteria pollutant emissions beyond those disclosed and evaluated within the DNSP EIR.

Criterion d—Substantial Pollutant Concentrations?

Summary of DNSP EIR Findings

The DNSP EIR concluded that short-term construction activities would expose sensitive receptors to levels that exceed applicable standards because of the proximity of on-site diesel equipment to residences. Therefore, construction-related emissions were found to be potentially significant prior to implementation of mitigation measures. After implementation of Mitigation Measure 4.B-2, (construction activities), the construction emissions were found to be less than significant.

The DNSP EIR determined that the on-site operational permitted stationary source emissions would not result in significant health impacts to nearby sensitive receptors. However, the on-site operational mobile source emissions were found to result in potentially significant health impacts on nearby and on-site sensitive receptors. With implementation of Mitigation Measure 4.B-2, (operational activities), the operational emissions were found to result in less-than-significant impacts.

Master Plan Analysis and Conclusion

Sensitive receptors are defined as those individuals who are sensitive to air pollution, including children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. Existing single-family homes along Clinton Street line the northern portion of the NSD block, and Pearl and West Street bisect the Master Plan area east to west.

Toxic Air Pollutants—On-site Workers

A variety of state and national programs protect workers from safety hazards, including high air pollutant concentrations (California OSHA and CDC 2012). On-site workers are not required to be addressed through this health risk assessment process. A document published by the California Air Pollution Control Officers Association (CAPCOA 2009), Health Risk Assessments for Proposed Land Use Projects, indicates that on-site receptors are included in risk assessments if they are persons not employed by the project. Persons not employed by the project would not remain on-site for any significant period. Therefore, a health risk assessment for on-site workers is not required or recommended.

Toxic Air Pollutants—Construction

Construction-related activities of projects pursuant to the Master Plan would result in short-term generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing), building construction, and other miscellaneous activities. DPM was identified as a toxic air contaminant (TAC) by the ARB in 1998. Maximum PM₁₀ and PM_{2.5} emissions would occur during demolition, site preparation, and grading/excavation activities, which require the largest number of heavy-duty diesel equipment. The construction period was assumed to last less than 2 years. PM emissions would decrease for the remainder of the construction period, because construction activities such as building construction and paving would require less construction equipment. While the maximum DPM emissions associated with grading/excavation activities would only occur for a portion of the overall construction period, this activity represents the worst-case condition for the total construction period. This would represent less than 3 percent of the total 70-year lifetime exposure period used to estimate health risks.

Therefore, because of the short exposure period, and the ongoing implementation of EPA and ARB requirements for cleaner fuels, diesel engine retrofits, and new low-emission diesel engine types, DPM generated by construction of projects subsequent to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), is not expected to create substantial cancer risks. Therefore, health impacts associated with Master Plan have been accounted for and analyzed within the DNSP EIR, and no new or more severe impacts will occur.

Toxic Air Pollutants—Operations

Common sources of TACs include high traffic freeways, distribution centers, large gas-dispensing facilities, and dry cleaners. Operation of the Master Plan would not include those uses and therefore would not emit TACs. Buildout of the proposed Master Plan would be expected to create 105 dwelling units. Future residents of the Master Plan area are considered sensitive receptors.

The ARB Air Quality and Land Use Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (ARB 2005), including recommendations for distances between sensitive receptors and certain land uses. These recommendations are assessed as follows.

- **Heavily traveled roads.** ARB recommends avoiding new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. Epidemiological studies indicate that the distance from the roadway and truck traffic densities were key factors in the correlation of health effects, particularly in children. Table 5 shows that three main roads are located within 500 feet of the site boundary. SR-121 is located over 2,000 feet east of the site, well beyond the recommended 500 feet distance from a freeway.

Table 5: Description Sources of Heavily Traveled Roads

Source Type	Source Name	Distance from Master Plan Site Boundary	Distance Compared with 500 feet	Maximum Annual Traffic County between 2015 and 2017 if Distance Less than 500 Feet
Highway	SR-121	2,401 feet East	>500 feet	—
Principal Arterials	Soscol Ave	154 feet East	< 500 feet	23,758
Minor Arterials	First Street	211 feet South	< 500 feet	6,208
Collectors	Main Street	308 feet West	< 500 feet	4,686

Source: BAAQMD. Website: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools>

- Distribution centers.** ARB also recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center. The closest existing or proposed distribution center is located more than 1,000 feet from the Master Plan area.
- Stationary Source Risk and Hazard Screening Tool.** BAAQMD prepared a Google Earth file that contains the locations of all stationary sources within the Bay Area that have BAAQMD permits. Table 6 describes existing stationary sources of air pollutants. For each emission source, BAAQMD provides conservative estimates of cancer risk, non-cancer hazards, and PM_{2.5} concentrations. There are eight existing stationary sources located within 1,000 feet of the site boundary. Applying this screening tool indicated the presence of two stationary sources located within the 1,000 feet radius from the project site.

Table 6: Description of Existing Stationary Sources

Plant No.	Type	Name	Address	Distance to Plan Areas
17550	N.A.	D’Adamo Property c/o EBA Engineering	1509 Main St.	941 feet northwest
18950	Generator	The Wiseman Company	1250 Main St.	466 feet northwest
5634	N.A.	Pro Tones	872 Vallejo St.	387 feet north
3825	N.A.	Miracle Auto Painting	804 Napa St.	291 feet northeast
15986	N.A.	Adam’s Cleaners	731 First St.	880 feet southeast

Source: BAAQMD. Website: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools>

The BAAQMD has developed a Roadway Screening Analysis Calculator that can be used to estimate health risks and hazard impacts from heavily traveled local roadways. The calculator estimates risks and hazards for local roadways having at least 10,000 vehicles per day. In addition, the BAAQMD’s Stationary Source Screening Analysis Tool was used to identify BAAQMD-permitted stationary sources of TAC emissions permitted by the BAAQMD within or near to 1,000 feet of the project. The Stationary Source Screening Analysis Tool provides conservative estimates of cancer risk, non-cancer

hazard index, and annual PM_{2.5}. Table 7 shows the cumulative health impacts at the on-site future maximum impacted receptor (MIR).

Table 7: Existing Cumulative Health Impacts at the MIR

Source	Source Type	Distance from MIR (feet) ⁽¹⁾	Cancer Risk (per million)	Chronic Non-Cancer HI	1-hour Acute Non-Cancer HI	PM _{2.5} Concentration (µg/m ³)
Existing Stationary Sources (BAAQMD Facility Number)^{(3) (4)}						
17550	N.A.	941	<0.1	0.00	ND	ND
18950	Generator	466	0.0	0.00	ND	ND
5634	N.A.	387	0.0	0.00	ND	ND
3825	N.A.	291	0.0	0.00	ND	ND
15986	N.A.	880	0.4	0.05	ND	ND
Local Road⁽⁴⁾ (>10,000 AADT)						
Soscol Ave	Principal Arterials	110	9.13	ND	ND	0.22
Cumulative Health Risks from Project Construction and Existing TAC Sources						
Cumulative Total with Project Operation⁽¹⁾			9.17	0.05	ND	0.22
BAAQMD Cumulative Thresholds of Significance			100	10	10	0.8
Threshold Exceedance?			No	No	No	No
<p>Notes:</p> <p>⁽¹⁾ MIR is the future on-site residents.</p> <p>⁽²⁾ Health impacts from this diesel generator were corrected using the BAAQMD’s Diesel Internal Combustion Engine Distance Multiplier Tool.</p> <p>⁽³⁾ Cancer risks reflect the 2010 BAAQMD cancer risk guidance.</p> <p>⁽⁴⁾ The cancer risks screening analysis for stationary sources, roadways, and highways sources updated in 2011 use the 2010 BAAQMD Health Risks Guidance. The cancer risks were corrected by a factor of 1.12 to incorporate the latest 2016 cancer risk guidance published by the BAAQMD that includes the latest assumptions on estimation of cancer risks for a 30-year exposure duration. http://www.baaqmd.gov/~media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en</p> <p>MIR = maximum impacted sensitive receptor ND = no data available AADT = annual average daily traffic Source: FCS, 2018; see Appendix C.</p>						

As shown above, the existing cumulative health impacts at the MIR are well below the BAAQMD’s thresholds of significance. Therefore, comparing to the DNSP EIR, no new or more severe impacts would occur for a project consistent with the buildout assumptions of the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a).

Carbon Monoxide Hotspot Analysis

The traffic impact analysis prepared by Kimley-Horn determined that at full buildout, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would generate approximately 2,498 trips per day, while the land uses assumed for the

CineDome Focus Area in the DNSP EIR would generate 2,823 trips per day. The proposed Master Plan land uses would result in a decrease in total morning and afternoon peak-hour trips and total daily trips. The conclusion from this trip generation analysis is that the Master Plan is anticipated to generate the same or fewer peak-period trips than what was assumed in the DNSP EIR traffic study and would not result in any new or more severe impacts beyond the DNSP EIR, including impacts related to carbon monoxide (CO) emissions.

Criterion e—Objectionable Odors

Summary of DNSP EIR Findings

As concluded in the DNSP EIR, with implementation of Mitigation Measure 4.B-3, the DNSP would not result in significant impacts on odor emissions during construction and operation.

Master Plan Analysis and Conclusion

Odors can cause a variety of responses. The impact of an odor often results from interacting factors such as frequency (how often), intensity (strength), duration (time), offensiveness (unpleasantness), location, and sensory perception.

The BAAQMD's CEQA Air Quality Guidelines provides suggested screening distances for a variety of odor-generating land uses and operations. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source would likely not have a significant impact.

Diesel exhaust and volatile organic compounds (VOCs) would be emitted during construction resulting from heavy-duty construction equipment and asphalt paving activities, both of which could be objectionable odors to some populations. However, emissions would disperse rapidly from the site and construction activities would be relatively low in intensity and short-term. Therefore, it is not anticipated that construction-related activities would create objectionable odors affecting a substantial number of people. As such, construction odor impacts would be less than significant.

Land uses typically associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not involve land uses typically associated with the emission of objectionable odors. Therefore, operational impacts would be less than significant.

Mitigation Measures

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

- Install charging units for electric vehicles at residences and businesses.
- Develop incentives for businesses to include preferential parking for electric and/or hybrid vehicles.

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

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

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

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

- The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the ARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents to TACs prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
- The project applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning Division and the Building Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
 - Do not locate sensitive receptors near distribution center's entry and exit points.
 - Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.
 - Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
 - Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13.

The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.

- Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- Achieve a performance standard of at least 4 air exchanges per hour of recirculation
- Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
- Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

MM 4.B-3

The City shall ensure that the Specific Plan design guidelines and development standards incorporate the following measures to reduce or avoid exposure of sensitive receptors to odors during development under the Specific Plan:

- Consider the odor-producing potential of land uses when the exact type of facility that would occupy areas zoned for commercial or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors would be located with appropriate buffers from existing and proposed sensitive receptors.
- Identify odor control devices within building permit applications to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy the Planning Area. The identified odor control devices would be installed before the issuance of certificates of occupancy for the potentially odor-producing use.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under

the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, air quality impacts associated with Master Plan implementation, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
IV. Biological Resources					
<i>Would the Master Plan:</i>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less than significant with mitigation incorporated	No	No	No	MM 4.C-1a MM 4.C-1b MM 4C-1c
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less than significant	No	No	No	None
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than significant with mitigation incorporated	No	No	No	MM 4.C-1a MM 4.C-1b
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less than significant	No	No	No	None

Discussion

Criteria a—Special-Status Species and Habitat Modifications

Summary of DNSP EIR Findings

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

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

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

Master Plan Analysis and Conclusion

The Master Plan area is predominantly developed with impervious surfaces and contains low value natural habitat for animal species. However, the Master Plan area is landscaped with ornamental trees, the NSD Block contains buildings with eaves, and the South of Pearl Block is bordered by the Napa Creek and the Oxbow Bypass. As such, development under the Master Plan could potentially result in impacts to special-status aquatic or riparian species, as well as special-status bird and bat species.

However, in comparison to the DNSP, the Master Plan does not allow different types, locations or intensities of development that would result in additional effects on special-status species not anticipated in the DNSP EIR. Compliance with the above-listed General Plan policies pertaining to special-status species and implementation of Mitigation Measures 4.C-1b and 4.C-1c, requiring pre-construction surveys and coordination with federal and state agencies on avoidance of active nests would reduce impacts to a less than significant level, as with the DNSP EIR. Therefore, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not change or create more severe impacts that require further analysis.

Criterion b—Adverse Effect on Riparian Habitat

Summary of DNSP EIR Findings

The downtown area is predominantly developed with urban uses. While much of the riparian habitat along Napa Creek and Napa River within the DNSP area has been replaced with rip-rap and concrete, degraded riparian habitat still exists. Development activities may pose direct and indirect impacts from loss of aquatic habitats, obstruction of water flows, and loss of riparian vegetation which may increase water temperature. However, the DNSP EIR concluded that potential impacts to habitats would be avoided or reduced to less than significant levels through General Plan policies and implementation programs. For example, Policy NR-1.1 directs the City to protect riparian

habitat along the Napa River and its tributaries from incompatible urban uses and activities; and Policy NR-1.6 further requires, as a condition of approval, that development provide protection for significant on-site natural habitat whenever possible.

Master Plan Analysis and Conclusion

While the Master Plan area contains no riparian habitat, the South of Pearl Block borders the Napa Creek and Oxbow Bypass. However, consistent with the DNSP, the Master Plan envisions a configuration of buildings and improvements that avoid potential impacts in riparian areas. No development would occur in the Oxbow Bypass, which serves as a flood control project in wet weather and a recreational area in the dry season, or in Napa Creek. Future projects subsequent to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be required to comply with General Plan policies aimed at protecting and preserving riparian habitat and would reduce potential impacts to a less than significant level, as with the DNSP EIR. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criterion c—Adverse Effect on Wetlands

Summary of DNSP EIR Findings

The DNSP EIR did not provide a formal wetland delineation in support of the DNSP. However, Napa River and Napa Creek border or run through the downtown area. The DNSP EIR identified potential impacts from construction activities related to development facilitated by the DNSP including, but not limited to, permanent fill, temporary disturbance, or degradation of water quality and aquatic habitat.

Ground-disturbing activities in the bed or bank of the Napa Creek or Napa River would require permitting from appropriate regulatory agencies. The United States Army Corps of Engineers and Regional Water Quality Control Board (RWQCB) would place conditions on a permit to avoid or minimize impacts to wetlands. In addition, projects that may impact wetlands or streams within the DNSP area would comply with the City's General Plan policies. The General Plan contains goals and policies related to wetlands and riparian habitat, and calls for their protection through avoidance, minimization, and/or compensatory mitigation. Policy NR-1.13 directs the City to review, and modify as necessary, existing regulations for the conservation and management of marsh, wetland, riparian, wildlife, and plant habitats to ensure consistency with the General Plan. Therefore, impacts on federally protected wetlands were found to be less than significant.

Master Plan Analysis and Conclusion

Neither the NSD nor the South of Pearl Blocks contain wetlands, and both blocks consist of concrete structures and other predominantly impervious surfaces. Any future project contemplated in the Master Plan that may impact nearby wetlands or streams would need to comply with applicable regulations as well as the City's General Plan policies designed to protect sensitive environmental areas. As described above, the General Plan contains goals and policies related to wetlands and riparian habitat, and calls for their protection through avoidance, minimization, and/or compensatory mitigation. Therefore, the Master Plan, under the conceptual site plan (Exhibit 3) or

Alternate Massing for South of Pearl Block (Exhibit 3a), does not change or create more severe impacts that require further analysis.

Criterion d—Migratory Wildlife Corridors and Nurseries

Summary of DNSP EIR Findings

The DNSP EIR discussed potential impacts to migratory movements and nursery sites. While most of the DNSP area is developed and lacks habitat value, the natural features nearby (such as the Oxbow Bypass, Napa Creek, and Napa River) provide a wildlife corridor for fish, waterfowl, other birds, bats, and mammals. Although projects under the DNSP would not cause direct impacts, some projects would be located near or over these areas. Therefore, implementation of the DNSP could result in indirect impacts.

The DNSP EIR considered General Plan policies and programs intended to reduce impacts to wildlife corridors and nurseries. General Plan Policy NR-1.2 directs the City to identify existing wildlife habitat corridors and seek to protect them from being severed or significantly obstructed. Policy NR-1.4 directs the City to review all future waterway improvement projects (e.g., flood control, dredging, and private development) as well as all projects within 100 feet of the waterway, to ensure that they protect and minimize effects on the riparian and aquatic habitats. The City also requires native plantings along the river and creek banks to stabilize the banks, reduce sedimentation, reduce stormwater runoff volumes, and enhance aquatic habitats. In addition, land use policies would apply to future projects. Policy LU-10.3 states that the City shall encourage development of environmentally sensitive sites such as Napa Creek and Napa River, to maintain wildlife corridors and not divide large natural plant communities (such as riparian vegetation communities) which may impact the corridor's ability to function.

The DNSP EIR also recommended mitigation measures to further address potential impacts to migration corridors, including Mitigation Measure 4.C-1a, which requires implementation of design guidelines and development standards to protect fish species; and Mitigation Measure 4.C-1b, which requires pre-construction special-status avian surveys. The DNSP EIR concluded that compliance with the above-listed General Plan policies and implementation of the recommended mitigation measures would reduce impacts to a less than significant level.

Master Plan Analysis and Conclusions

The Master Plan does not envision development in the adjacent Oxbow Commons or Napa Creek; however, the removal of ornamental trees from the area to allow for redevelopment envisioned under the Master Plan could potentially affect migratory bird species. Similar to projects under the DNSP, development pursuant to the Master Plan would be required to comply with applicable General Plan policies, including NR-1.1, NR-1.2, NR-1.6, NR-1.13, and NR-4.7, and to implement Mitigation Measure 4.C-1b, which requires pre-construction special-status avian surveys. Compliance with the above-listed General Plan policies pertaining to protection of migratory species and implementation of Mitigation Measure 4.C-1b would reduce impacts to a less than significant level, as with the DNSP EIR. Therefore, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not change or create more severe impacts that require further analysis.

Criteria e and f—Local Policies and Ordinances Protecting Biological Resources and Habitat Conservation Plan Conflicts

Summary of DNSP EIR Findings

The DNSP EIR evaluated the potential for altering urban land and conflicts with local plans or ordinances. Development facilitated by the DNSP would not fundamentally conflict with any part of the City Municipal Code or General Plan. Furthermore, the DNSP area is not within any habitat conservation or natural community conservation plan and therefore avoids causing a conflict.

Master Plan Analysis and Conclusion

The Master Plan does not allow different types, locations or intensities of development that would result in additional effects on biological resources not anticipated in the DNSP EIR. Future projects pursuant to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be required to comply with General Plan policies aimed at protecting and preserving biological resources, as with the DNSP EIR. While Master Plan implementation would involve removal of ornamental trees from both the NSD and South of Pearl Blocks, all tree removal would be required to comply with the applicable provisions of the Municipal Code. Therefore, associated impacts would be less than significant, as with the DNSP EIR.

Mitigation Measures

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

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

MM 4.C-1b **Pre-Construction Special-Status Avian Surveys**

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

would not be necessary. However, a nest initiated during construction cannot be moved or altered.

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

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

MM 4.C-1c Avoidance of Active Nests

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

The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:

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

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, biological resource impacts associated with Master Plan implementation under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a) have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental IssueArea	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
V. Cultural Resources					
<i>Would the Master Plan:</i>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Less than significant with mitigation incorporated	No	No	No	MM 4.D-1
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant with mitigation incorporated	No	No	No	MM 4.D-2a MM 4.D-2b
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant with mitigation incorporated	No	No	No	MM 4.D-3
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant with mitigation incorporated	No	No	No	MM 4.D-4

Discussion

Criteria a—Historic Resources

Summary of DNSP EIR Findings

The DEIR determined that development facilitated by the DNSP could potentially have a significant impact on historic architectural resources. The DEIR identified and mapped historic resources within the DNSP Area. The downtown commercial core is surrounded by several historic residential neighborhoods that contain historic architectural resources, including the Oxbow area located to the northeast. Implementation of the DNSP could potentially result in the alteration or demolition of recorded historic resources in the downtown area. The DNSP EIR also found that new development under the DNSP could result in development pressure at or adjacent to historic resources, which could indirectly alter integrity through demolition or incompatible adjacent new construction.

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

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

Master Plan Analysis and Conclusion

The Master Plan area contains two buildings and predominantly impervious surfaces. The buildings located on the NSD block consist of an abandoned pump station and a municipal office. The DNSP EIR and the City's historical resource inventory do not list any buildings or structures as significant historical resources. However, several properties near the NSD block and one property on the South of Pearl were identified in the DNSP as historic architectural resources. The NSD Block is adjacent to five properties along Clinton and Yajome Streets identified as 6Z resources; one property along West and Pearl Streets was identified as a 5S3 resource. In addition, four properties along Main Street, directly west of the SOP block, were identified as 6Z, 3S, 5S3, and 1S/5S1 resources.

Consistent with the DNSP EIR, the Master Plan identifies development potential in an urbanized area. No actual construction would occur as a direct result of the City adopting the Master Plan. As projects are proposed, the City would undertake review to ensure consistency with General Plan policies designed to protect historic resources. This would include a record search to determine if existing or adjacent buildings are, or may recently qualify for, listing as a historical resource. In addition, MM 4.D-1 would require the application of the Napa Downtown Historic Guidelines to future development in the Master Plan area, thereby reducing impacts to a less than significant level, as with the DNSP EIR. Therefore, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would not change or create more severe impacts that require further analysis.

Criteria b—Archeological Resources

Summary of DNSP EIR Findings

The DNSP EIR determined that development facilitated by the DNSP could potentially have a significant impact on archaeological resources. Remnants of Native American civilizations have been discovered along Napa Creek and its tributaries with moderate and high sensitivity for archaeological resources. Additionally, while historic-period development within the DNSP area may have covered and/or disturbed prehistoric-period archaeological materials, there is potential for obscured or deeply buried archaeological resources. However, the DNSP EIR concluded that implementing MMs 4.D-2a and 4-D-2b would reduce potential impacts to a less than significant level.

Master Plan Analysis and Conclusion

The Napa Creek forms the southern border of the Master Plan area. As discussed above, archaeological resources may be found along Napa Creek. However, no actual construction is proposed as part of the Master Plan. Rather, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), identifies development opportunities and articulates proposed land uses. Once proposed, development projects that involve ground-disturbing activities would be subject to records searches and site surveys. If a project may impact archaeological resources, MMs 4.D-2a and 4.D-2b would be required to reduce impacts to a less than significant level. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criteria c—Paleontological Resources**Summary of DNSP EIR Findings**

Development under the DNSP could potentially impact unidentified paleontological resources. Impacts would depend on both the degree of excavation that may occur as a result of construction from individual projects contemplated under the DNSP and the sensitivity of the area. The DNSP EIR states that no information exists to refute or confirm existence of fossils beneath the DNSP Area. The underlying geologic characteristics, however, are known for high paleontological potential. Subsurface excavations beyond previously disturbed soils could disturb or destroy paleontological resources. Implementation of MM 4.D-3 was required to reduce impacts to a less than significant level.

Master Plan Analysis and Conclusion

As discussed in the DNSP EIR, there are no known paleontological resources in the Master Plan area; however, given the sensitivity for cultural resources in the vicinity of Napa Creek, this circumstance does not preclude their existence. While the Master Plan does not propose any ground disturbance at this time, future projects subsequent to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would involve ground disturbance and consequently could result in accidental discovery or damage to paleontological resources.

Subsequent development projects would be required to implement MM 4.D-3 in the event that paleontological resources are discovered in the Master Plan area, ensuring that impacts would be reduced to a less than significant level, as with the DNSP EIR. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criteria d—Human Remains**Summary of DNSP EIR Findings**

Development facilitated by the DNSP could potentially disturb human remains, including remains interred outside of formal cemeteries. The DNSP EIR determined that discovery of human remains is highly unlikely. However, human remains could be discovered anywhere in the downtown area. If inadvertent discovery of human remains occurs during construction activities, then MM 4.D-4 would apply. Therefore, potential impacts would be reduced to less than significant.

Master Plan Analysis and Conclusion

Consistent with the DNSP EIR, the Master Plan articulates land uses in an urbanized area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions growth across two blocks previously developed with low-density urban uses. The NSD and South of Pearl Blocks currently contain buildings, concrete structures, and a paved surface parking lot. Consistent with the DNSP EIR, the discovery of human remains in the Master Plan area is highly unlikely. However, if human remains are discovered then MM 4.D-4 would apply. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Mitigation Measures

- MM 4.D-1** The City shall require that any future development under the Specific Plan to meet the intent and goals of the City of Napa Downtown Historic Design Guidelines. This includes any project that would alter historic resources or would be constructed adjacent to a historic resource. Alternatively, the General Plan shall include a new policy (Policy XXX) which requires that any development in the Downtown Area adhere to the goals identified in the City of Napa Downtown Historic Design Guidelines.
- MM 4.D-2a** When specific projects are proposed under the Specific Plan that involves ground-disturbing activity into native soils, the City’s “Pastfinder” archaeological database shall be consulted. Recommendations provided by the “Pastfinder” database shall be implemented based on a parcel’s archaeological sensitivity. In those cases, where a site-specific cultural resources study is necessary, it shall be performed by qualified cultural resources professional. The study will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If significant resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant.
- MM 4.D-2b** Should any archaeological artifacts be found during construction in the Planning Area, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the site is determined to contain significant cultural resources, funding will be provided to identify, record, report, evaluate, and recover the resources as necessary. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated. Additionally, Public Resources Code § 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.

- MM 4.D-3** Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.
- MM 4.D-4** The treatment of any human remains and associated or unassociated funerary objects discovered during soil disturbing activities shall comply with applicable state laws. Such treatment would include immediate notification of the Napa County Coroner. In the event of the coroner's determination that the human remains are Native American, the coroner shall notify of the Native American Heritage Commission, which would appoint a Most Likely Descendant (MLD) (PRC § 5097.98). The archaeological consultant, the Event Authority, and MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines § 15064.5[d]). The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters. If the MLD and the other parties could not agree on the reburial method, the Event Authority shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, cultural resource impacts associated with Master Plan implementation, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
VI. Geology, Soils, and Geohazards					
<i>Would the Master Plan:</i>					
a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	NA	No	No	No	None
ii) Strong seismic ground shaking?	Less than significant	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	Less than significant	No	No	No	None
iv) Landslides?	NA	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant	No	No	No	None
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than significant	No	No	No	None
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	NA	No	No	No	None

Discussion

Criterion a—Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:

i. Fault Rupture

Summary of DNSP EIR Findings

The DNSP EIR considered potential development and current conditions within the DNSP area, and applicable regulations and guidelines. Given the program-level analysis and geographic context of the DNSP and data research, there would be no impact from fault rupture.

The DNSP EIR describes that faults most susceptible to earthquake rupture are active faults. In other words, faults that have experienced surface displacement within the last 11,000 years. No active faults cross the DNSP area, and the nearest active fault (West Napa) is at least 4 miles away. A magnitude 6.0 earthquake occurred on this fault in 2014, subsequent to the certification of the DNSP EIR, and did result in a surface rupture, west of the fault. Over 50 buildings were damaged in the DNSP area. This new information does not contradict the finding of the DNSP EIR that the risk of fault rupture does not require further evaluation, because this fault is not located within the DNSP area.

Master Plan Analysis and Conclusion

As with the DNSP, no active faults cross the Master Plan area. The nearest active fault is at least four miles away. Therefore, the Master Plan does not change or create a more severe impact that requires further analysis.

ii. Strong Seismic Ground Shaking

Summary of DNSP EIR Findings

The DNSP EIR found that a major earthquake in the region could cause ground shaking and associated secondary effects, such as localized liquefaction, that could potentially cause damage, destruction, or injury to development and persons resulting from development facilitated by the DNSP. In general, areas closer to Napa River have a higher potential for liquefaction than other parts of the DNSP area.

The potential for damage or loss during a major earthquake was considered a potentially significant impact.

The DNSP EIR found that Industry standards, geotechnical practices and structural design as specified by the California Building Code (CBC) would reduce the potential for damage to new development to less than significant. The City of Napa adopted the 2016 California Building Code effective January 1, 2017, as amended by Municipal Code Section 15.04.030. In addition, the City's General Plan contains a number of policies and objectives that help to ensure any new development would be built to standards that reduce risk from seismic hazards. These include Policies HS-1.1 through 1.6, which generally restrict development in high hazard areas or require geotechnical investigations, as follows:

- **Policy HS-1.1.** The City shall require that all new buildings be designed and constructed to resist stresses produced by earthquakes. To this end, the City shall require all new buildings to conform to the structural requirements of the most recently adopted edition of the Uniform Building Code (the Uniform Building Code was replaced by the International Building Code in 2000. As noted above, the California Building Code [CBC] is based on the IBC).
- **Policy HS-1.2.** The City shall discourage the siting of facilities necessary for emergency services, major utility lines and facilities, manufacturing plants using or storing hazardous materials, high occupancy structures (such as multi-family residences and large public assembly facilities), or facilities housing dependent populations (such as schools and convalescent centers) within areas subject to very strong, violent, or very violent ground shaking, as indicated in the ABAG Groundshaking Intensity Maps (Figure 8-1-A and B), unless no alternative is available and adequate mitigation measures can be incorporated into the project.
- **Policy HS-1.3.** The City shall require soils and geologic studies for proposed development with large client populations (such as schools and convalescent centers) within areas subject to very strong, violent, or very violent ground shaking, as indicated in the ABAG Shaking Intensity Map. Such studies should determine the actual extent of the seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility

and desirability of a proposed facility in a specified location. Mitigation measures shall be incorporated as conditions of any project approval.

- **Policy HS-1.4.** The City shall require special construction features in the design of structures where site investigations confirm potential seismic hazards.
- **Policy HS-1.5.** The City shall require that facilities necessary for emergency services be capable of withstanding a maximum credible earthquake from any of the seven active faults in the region and remaining operational to provide emergency response.
- **Policy HS-1.6.** The City shall encourage the study and rehabilitation of high occupancy structures (such as multi-family residences and large public assembly facilities) susceptible to collapse or failure in an earthquake.

Master Plan Analysis and Conclusion

As identified in the DNSP EIR, the Master Plan area is susceptible to seismic ground shaking in the event of a major earthquake. To minimize personal injury and property damage, projects subsequent to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be required to demonstrate consistency and compliance with the City's General Plan policies and Building Code. As with the DNSP, the City would require construction pursuant to the Master Plan to incorporate standard geotechnical practices and structure designs in conformance with the Building Code. Therefore, the Master Plan does not change or create more severe impacts with respect to seismic ground shaking beyond those disclosed and evaluated within the DNSP EIR.

iii Seismic-Related Ground Failure

Summary of DNSP EIR Findings

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

As discussed in (ii), the San Francisco Bay Area is likely to experience at least one major earthquake within the next 30 years. However, development standards require proper engineering that minimizes seismic hazards through industry standard geotechnical practices and structural design. The City's Building Code addresses ground failure that may damage buildings. The code requires new construction to incorporate measures and materials that meet minimum performance standards. The City's General Plan policies further reduce the risk of ground failures. Policies HS-1.1 through 1.6 generally restrict development in high hazard areas or require geotechnical investigations.

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

Master Plan Analysis and Conclusion

No actual construction would occur as a result of the City adopting the Master Plan. The Master Plan further articulates the opportunities for development in the area. Consistent with the DNSP EIR, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates land uses and building configurations at a neighborhood scale. Project design and construction details, at this phase of planning, are not available.

The City would conduct further review once projects are proposed. As discussed in (ii), the Master Plan area is susceptible to seismic-related ground failure in the event of a major earthquake. To minimize personal injury and property damage, a project proposal must demonstrate consistency and compliance with the City's General Plan and Building Code. As projects are proposed, the City would conduct further review and require construction to incorporate standard geotechnical practices and structure designs.

iv. Landslides**Summary of DNSP EIR Findings**

The DNSP EIR considered the potential for landslides in the DNSP area. Similar to impacts from fault rupture, the DNSP EIR concluded that the impact from landslides in downtown is very low. The DNSP area contains slopes that are less than 15 percent in grade and not susceptible to landslides or slope failure. The gentle sloping topography of the area renders the potential for landslides or slope failure to affect any of the proposed development or redevelopment in the DNSP area very low. Therefore, the impact was not further evaluated in the DNSP EIR.

Master Plan Analysis and Conclusion

Consistent with the DNSP EIR, the Master Plan area is located in relatively flat terrain with little varying topography. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criterion b—Soil Erosion or Loss of Topsoil**Summary of DNSP EIR Findings**

The DNSP EIR evaluated whether development facilitated by the DNSP could potentially involve grading and other ground-disturbing construction activities, which could expose soils to erosion and loss of topsoil. The DNSP EIR determined that certain areas of the DNSP area are subject to concentrated runoff, and unprotected slopes or piles or bare soil would pose erosion hazards if left unmitigated. However, the potential for erosion is drastically reduced once soil is covered by asphalt, a new structure, or vegetated at the conclusion of construction.

In addition, soil protection can generally be achieved through well-established erosion control measures. Every construction project in the State of California that causes a disturbance of 1 acre or more of soil through grading, clearing, and/or excavation is subject to the General Construction Stormwater Permit (General Permit), also referred to as the General Permit, adopted by the State Water Resources Control Board (SWRCB).

The SWRCB requires applicants to submit a Notice of Intent to obtain coverage under the General Permit. Once issued, the permit requires dischargers to develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs) that would prevent construction pollutants, including sediment, from reaching storm drains. The intent of the SWPPP is keeping all products of erosion from moving off-site and reaching waters. The SWPPP would also include BMPs to control erosion associated with grading, trenching, and other ground-disturbing activities (also see the discussion of SWPPP in the Hydrology and Water Quality section of this Addendum). As a condition of approval, an applicant would be required to comply with the General Permit. Therefore, impacts from construction would be less than significant.

Master Plan Analysis and Conclusion

No actual construction will occur as a direct result of the City adopting the Master Plan. Rather, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), identifies development opportunities and further articulates the broader planning concepts described in the DNSP. As individual projects are proposed, the City will review the proposal for potential environmental impacts. The City will require a General Permit and SWPPP since the NSD and South of Pearl Blocks are more than 1 acre. As discussed above, the project applicant will be required to implement a SWPPP that would prevent soil erosion and loss of topsoil. No new impact to soil erosion or loss of topsoil would occur.

Criterion c—Unstable Geology

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP could potentially be subjected to geologic hazards, including unstable geology. Geologic materials vary within the DNSP area, which may contain geologic hazards such as compressed fill materials with differential settlement characteristics. The soil survey conducted for the DNSP EIR indicates that the majority of the DNSP area consists of soils derived from alluvium sources, with the exception of a small area rock outcrop. Placing development in areas known to contain unstable geological units could cause significant damage to structural foundations if not properly engineered.

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

- **Policy HS-2.1.** The City shall seek to minimize grading and impermeable surfaces in high-erosion areas. If grading or impermeable surfaces are necessary, they shall be properly engineered and drained to reduce runoff and erosion.
- **Policy HS-2.2.** The City shall consider natural landform contours and geologic conditions in the development of roadways and individual project design.
- **Policy HS-2.3.** The City shall continue to regulate development on hillsides to reduce the hazards posed by soil erosion and landslides.
- **Policy HS-2.4.** The City shall require that an erosion control plan be prepared and approved for development on slopes of 15 percent or greater. The plan should include limitations on vegetation removal, revegetation, and installation of other erosion and sedimentation control measures.

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

Master Plan Analysis and Conclusion

As with the DNSP, the Master Plan may place development in an area that consists of unstable alluvium soils. While no actual construction will occur as a direct result of the City adopting the Master Plan, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), further articulates development opportunities in the area given its vicinity to downtown.

As described in the DNSP EIR, only site-specific surveys would identify whether any project is located on bedrock or fill materials. The City will conduct further project-level review and ensure consistency with applicable General Plan policies and the Building Code that minimize risks of structural damage if developing in potentially hazardous areas. Prior to construction of new buildings, the City may require project applicants to submit geotechnical investigations in support of proposed building designs and structural foundations. Based on the findings of the studies, the City would require adequate measures as conditions of approval.

Criterion d—Expansive Soils**Summary of DNSP EIR Findings**

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

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

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

Master Plan Analysis and Conclusion

Consistent with the findings of the DNSP EIR, the Master Plan would place development in an area with potentially expansive soils. While no actual construction will occur as a direct result of the City

adopting the Master Plan, the City intends to develop the area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), further articulates development opportunities in the area given its vicinity to downtown. As individual projects are proposed, the City will conduct further review to ensure consistency with General Plan policies and the Building Code to minimize risks from expansive soils. If necessary, the City would require site-specific testing to confirm whether the NSD and South of Pearl Block contain expansive soils. Prior to construction of new buildings, the City would identify the appropriate level of geotechnical engineering and ensure that building designs and foundations minimize risk to structural damage.

Criterion e—Wastewater Disposal

Summary of DNSP EIR Findings

The DNSP EIR found no impact for septic or other alternative disposal wastewater systems to fail. The DNSP area is located within an urban area where all development would tie into existing wastewater infrastructure. Therefore, no impact was identified.

Master Plan Analysis and Conclusion

Consistent with the DNSP EIR, the Master Plan contemplates lands uses in an existing urban setting. No construction would occur as a direct result of the City adopting the Master Plan. Future development would incorporate modern wastewater systems and connect to the City wastewater infrastructure. No new development or redevelopment will require the use of septic or other alternative disposal waster systems.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, geology, soils and geohazard impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VII. Greenhouse Gas Emissions					
<i>Would the Master Plan:</i>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and unavoidable	No	No	No	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Significant and unavoidable	No	No	No	MM 4.B-5

Discussion

Criterion a—Greenhouse Gas Emissions

Summary of DNSP EIR Findings

The DNSP EIR concluded that the proposed Specific Plan would generate 23,089 metric tons (MT) CO₂e per year. The DNSP would have a buildout service population of 3,016 (1,637 new jobs and 1,379 residents) and that the per capita emission rate would be 7.7 metric tons per service population per year, which would exceed the BAAQMD adopted threshold of 6.6 metric tons per service population per year. Implementation of Mitigation Measure 4.B-5 would reduce greenhouse gas (GHG) emissions associated with development facilitated by the Specific Plan. However, even with mitigation, emissions related to development facilitated by the Specific Plan were found to remain cumulatively significant.

Master Plan Analysis and Conclusion

The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would generate GHG emissions during construction activities resulting from emission sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution of GHG emissions.

The Master Plan does not propose land use or zoning changes, and would not change the type or extent of development allowed under the DNSP. Therefore, the GHG emissions associated with

Master Plan have already been accounted for and analyzed within the DNSP EIR, and would not generate new impacts.

For informational purposes, this analysis provides an estimate of GHG emissions by using CalEEMod model version 2016.3.2. The 2017 BAAQMD CEQA Guidance provides operational GHG emissions thresholds but has not adopted thresholds for construction-related GHG emissions. However, other lead agencies, including the neighboring Sacramento Metropolitan Air Quality Management District (SMAQMD), have adopted 1,100 metric tons of carbon dioxide equivalent (MT CO₂e) per year as a threshold for construction-related GHG emissions.² Therefore, for the purposes of this analysis, the SMAQMD’s construction threshold is used to evaluate the Master Plan’s construction GHG emissions. Table 8 and Table 9 shows the GHG emissions for both phases of construction.

Table 8: Annual Construction GHG Emissions

Construction Phase	Total Emissions (MT CO ₂ e/year)
Demolition	62
Site Preparation	18
Grading	88
Building Construction—2018	189
Building Construction—2019	530
Paving	22
Architectural Coating	5
Total Construction Emissions—2018	356
Total Construction Emissions—2019	556
Threshold of Significance	1,100
Exceeds Threshold	No
Note: MT CO ₂ e = metric tons of carbon dioxide equivalent Source: SMAQMD 2015; FCS 2018, CalEEMod Appendix C.	

As shown above, the construction GHG emissions for the Master Plan are below the SMAQMD threshold of significance.

Following buildout of the Master Plan, long-term operational emissions would be generated from area-, energy-, and mobile-source emissions. GHG emissions with water consumption, electricity and solid waste disposal would also be generated by the project operation. Table 9 shows the estimated operational GHG emissions.

² Sacramento Metropolitan Air Quality Management District (SMAQMD). 2015. SMAQMD Thresholds of Significance Table. Website: <http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable5-2015.pdf>. Accessed November 2, 2016.

Table 9: Operational GHG Emissions

Source	Total Emissions (MT CO ₂ e/year)
Area	4
Energy	600
Mobile	1,746
Waste	66
Water	32
<i>Total operational emissions</i>	<i>2,448</i>
BAAQMD Threshold of Significance	1,100
Exceeds Threshold of Significance	Yes
Total Operation Emissions	2,448
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent Source: BAAQMD, 2017; FCS 2018. See Appendix C.	

As shown above, the long-term operational-related GHG emissions would exceed BAAQMD’s project-level threshold of significance. This is consistent with the projected emissions from the DNSP EIR of 23,089 MT CO₂e and the DNSP EIR’s conclusion of significant and unavoidable GHG emission impacts after implementation of mitigation measures. Therefore, even though the proposed Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would result in significant GHG emission impacts during operation, it would not result in any new or more severe impacts beyond what were already disclosed and evaluated within the DNSP EIR.

Criterion b—Conflict with Applicable GHG Reduction Plans, Policies and Regulations

Summary of DNSP EIR Findings

Implementation of Mitigation Measure 4.B-5 from the DNSP EIR would reduce GHG emissions associated development facilitated by the Specific Plan. However, even with mitigation, emissions related to development facilitated by the Specific Plan were found to remain cumulatively significant, and, therefore, the Specific Plan was also found to conflict with the goals of the Draft Napa Countywide Community Climate Action Plan and AB 32.

Master Plan Analysis and Conclusion

The Master Plan’s land uses, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), are consistent with those planned and evaluated under the DNSP EIR, and therefore, the conflict with the goals of the Draft Napa Countywide Community Climate Action Plan and AB 32 was already accounted for by the DNSP EIR as a significant and unavoidable impact. In addition, the DNSP EIR’s total operational emissions accounted for the Master Plan’s emissions. Therefore, the Master Plan would not result in new or more severe impacts beyond the DNSP EIR.

Mitigation Measures

Mitigation Measures from DNSP EIR

- MM 4.B-5** The City shall ensure that applicant(s) for individual projects to be developed under the Specific Plan would incorporate Green Building and Development Measures as listed in Appendix D (AIR-2). Each increment of new development under the Specific Plan requiring a discretionary approval from the City (e.g., proposed tentative subdivision map, conditional use permit), would demonstrate that GHG emissions from operation would be reduced by 30 percent from business-as-usual 2020 emissions levels, in order to achieve 1990 levels by 2020.

Additional Mitigation Measures for Master Plan

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, GHG emissions-related impacts associated with Master Plan implementation, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
VIII. Hazards and Hazardous Materials					
<i>Would the Master Plan:</i>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant	No	No	No	None
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NA	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than significant	No	No	No	None
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within	NA	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	NA	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NA	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NA	No	No	No	None

Discussion

Criterion a—Transporting, Use, or Disposal of Hazardous Materials

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP would include increased commercial, retail, and hotel land uses that could involve the transportation, use, or storage of hazardous materials that could cause a potential impact to public health and/or safety risks to facility

workers, residents, and visitors, and the surrounding area. Proposed development would be expected to increase the use of chemical products that are considered hazardous materials or waste. The DNSP does not propose industrial uses that may use or transport hazardous materials.

Projects that involve the handling, using, or transporting of hazardous materials would be required to follow applicable laws and regulations. As described in the DNSP EIR, the City would require future development to comply with General Plan policies HS-1.7 through HS-7.3 and regulatory requirements, coupled with the County's Hazardous Materials Management Plan which avoid or minimize the potential impacts. In addition, transportation routes would be identified and regulated by Caltrans to minimize impacts. Therefore, impacts would be less than significant.

Master Plan Analysis and Conclusion

As with the DNSP, the Master Plan does not identify development opportunities for industrial uses. The City intends to develop the area in a manner compatible with the surrounding residential neighborhoods and downtown core. No actual construction would occur as a direct result of the City adopting the Master Plan.

Commercial and residential developments typically do not involve the regular transport and use of hazardous material in substantial quantities. However, retail, for example, would likely store and use hazardous materials such as cleaning supplies for ordinary use; the parking garage could store diesel fuel for an emergency generator. Handling and transporting these materials could result in the exposure of workers and residents to hazardous materials. The City would require the project to comply with General Plan policies as well as federal and state regulations, and hazardous management plans to minimize or avoid potential health and environmental impacts.

Demolition and Disposal of Hazardous Materials

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether construction activities would demolish existing structures that could potentially contain hazardous building materials such as lead-based paints, asbestos-containing materials, or polychlorinated biphenyls. If so, demolition could expose and adversely affect workers, the public or the environment if not handled appropriately.

Demolition of any existing structure could release hazardous materials. In particular, older buildings typically contain hazardous materials given the standard construction practices of the time. Thus, the level of impact depends on the age, construction, and building materials used in a particular building being demolished.

To address potential impacts, the EIR cites established measures that certified contractors commonly use and the various laws applicable to handling hazardous materials. These include measures to contain, store, and dispose of hazardous materials as well as regulations that limit exposure to the environment, workers, and the public. Projects facilitated by the DNSP that include demolition would employ appropriate procedures and disposal requirements. Therefore, the DNSP EIR concluded that impacts would be less than significant.

Master Plan Analysis and Conclusion

The Master Plan contemplates development opportunities across two blocks. The blocks contain existing uses that would be removed, including concrete structures and asphalt. The NSD Block contains older buildings which would eventually be demolished to create space for residential development. Thus, demolition activities could possibly pose a risk of exposing construction workers to hazardous materials such as asbestos and lead based paints. However, no actual construction would occur as a direct result of the City's adoption of the Master Plan. As with the DNSP, the City would review future project proposals and would require standard conditions of approval to ensure that demolition activities would properly identify potential hazardous materials and undertake adequate abatement procedures. Therefore, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not change or create more severe impacts that require further analysis.

Criterion b—Foreseeable Upsets and Accidents**Summary of DNSP EIR Findings**

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

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

Master Plan Analysis and Conclusion

No actual construction would occur as a direct result of the City's adoption of the Master Plan. Future development proposals would submit construction details for the City to review and approve. The City would require a SWPPP as conditions of approval to avoid and minimize potential impacts. Therefore, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not change or create more severe impacts that require further analysis.

Criterion c—Hazardous Materials Emissions Near a School**Summary of DNSP EIR Findings**

The DNSP EIR found no potential for hazardous materials emissions near schools. There are a number of schools located within 0.25 mile of the DNSP area. However, the DNSP EIR does not propose industrial uses in the DNSP area. The proposed uses in the DNSP would not include any hazardous emissions or handle hazardous materials.

Master Plan Analysis and Conclusion

As with the DNSP, the Master Plan envisions mixed-use development on two blocks in the northeast corner of downtown. The City zoning restricts industrial land uses in the downtown area to avoid incompatible uses. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates land uses that include residential, retail, and a parking structure with interconnected open spaces.

The nearest school is Saint John the Baptist Catholic School, approximately 0.2-mile north of the NSD Block. Consistent with the DNSP, development opportunities for the NSD Block include residential and open space uses. The City would require a project with the potential to emit hazardous emissions to comply with applicable regulations and reduce emissions to a level below significance. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criterion d—Hazardous Materials Sites**Summary of DNSP EIR Findings**

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

As summarized in the DNSP EIR, a number of sites were listed on regulatory agency databases. The DNSP EIR identified all properties listed on the State RWBCB's GeoTracker database within the DNSP area. The database includes sites found on the Spills, Leaks, Investigations, and Cleanups (SLIC) program as well as the Leaking Underground Fuel Tank (LUFT) program. The databases track and monitor cleanup activities on listed sites.

To address potential impacts, the DNSP EIR discusses City General Plan policies and the County's Certified Unified Program Agency. Policy HS-7.1 requires continued participation in the Unified Program. The Program evaluates risks and remediation efforts on contaminated sites. Other existing requirements include preparing Phase I environmental site assessments which evaluate historical uses and evaluate sub-surfaces for possible contamination. If necessary, a project would undertake investigations and remediation efforts with oversight by several agencies. This includes the County's Department of Environmental Management, the RWQCB, and the California Department of Toxic Substances Control. The DNSP EIR concluded that because completion of cleanup activities with agency oversight would be completed prior to construction (as a condition of approval), impacts would be less than significant.

Master Plan Analysis and Conclusion

The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates land uses on two blocks over a 5.4-acre area in the northeast corner of the DNSP area. The state databases do not list any properties located on either the NSD Block or South of Pearl Block as being contaminated or previously contaminated. Furthermore, all listed properties within 1,000 feet of the Master Plan area have achieved regulatory closure. Thus, the DNSP

EIR and GeoTracker database indicate no known contaminated sites. Previously prescribed cleanup activities in or near the Master Plan are either not required or have been completed. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criterion e—Airport Land Use Plan

Summary of DNSP EIR Findings

The DNSP EIR considered potential impacts of the DNSP related to hazards from locating development within an area regulated by a local airport land use plan. The DNSP EIR identified that the closest airstrip to the DNSP area is the Napa County Airport, approximately 5 miles south and well outside the Airport Land Use Plan. Therefore, there would be no potential impact.

Master Plan Analysis and Conclusion

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), identifies development opportunities in a key location of the DNSP area. The Master Plan does not locate development within an area subject to an airport land use plan.

Criterion f—Vicinity of Private Airstrips

Summary of DNSP EIR Findings

The DNSP EIR considered potential impacts of the DNSP related to hazards from locating development near airstrips. The DNSP EIR identified the closest airstrip to the DNSP area as the Napa County Airport, approximately 8 miles south and well outside the Airport Land Use Plan. Therefore, it found there would be no potential impacts under this criterion.

Master Plan Analysis and Conclusion

The Master Plan identifies development opportunities in a key location of the DNSP area. As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not locate development in the vicinity of a private airstrip.

Criterion g—Emergency Response Plan or Evacuation Plan

Summary of DNSP EIR Findings

The DNSP EIR considered the potential for future development to obstruct emergency response plans or evacuations plans. Based on the Project Description, the EIR concluded there were no potential impacts to be analyzed. The EIR acknowledged that future development in the DNSP area would result in increased population and would alter the existing street network. All development would, however, comply with emergency access requirements as a condition of construction. Furthermore, the DNSP would not result in permanent road closures. The EIR concluded that the DNSP would not impede an established emergency access route or interfere with emergency response requirements, so no further analysis of this issue was required.

Master Plan Analysis and Conclusion

No actual construction would directly result from the City's adoption of the Master Plan. However, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl

Block (Exhibit 3a), conceptualizes development and identifies development opportunities consistent with the DNSP's vision for the area. The Master Plan further articulates a preferred planning scenario with that utilizes the existing roadway infrastructure and proposes interconnecting pathways to downtown. Since development projects are proposed in the future, as discussed in the DNSP EIR, the proposals would undergo further review to ensure compliance with emergency access requirements.

Criterion h—Wildland Fires

Summary of DNSP EIR Findings

The DNSP EIR considered the potential for wildfires in the DNSP area. The DNSP area is characterized as an urbanized area that is not immediately adjacent to any wildlands. Furthermore, all construction would adhere to the City Building Codes that are designed to minimize the potential for uncontrolled fires. The EIR concluded that implementation of the DNSP would not expose people or structures to significant risk of wildfires and would have no impact.

Master Plan Analysis and Conclusion

The Master Plan does not allow different types, locations, or intensities of development that would result in additional impacts related to wildland fires not anticipated in the DNSP EIR. Like the rest of the DNSP area, the Master Plan area is characterized as an urbanized area that is not immediately adjacent to any wildlands. Therefore, implementation of the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would also result in no impact. The Master Plan does not change or create more severe impacts with respect to wildland fires beyond those disclosed and evaluated within the DNSP EIR.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, hazards and hazardous materials impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
IX. Hydrology and Water Quality					
<i>Would the Master Plan:</i>					
a) Violate any water quality standards or waste discharge requirements?	Less than significant	No	No	No	None
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	NA	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Less and significant	No	No	No	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase	Less than significant	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?					
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than significant	No	No	No	None
f) Otherwise substantially degrade water quality?	Less than significant	No	No	No	None
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Less than significant	No	No	No	None
h) Place within a 100-year flood hazard structures which would impede or redirect flood flows?	Less than significant	No	No	No	None
i) Expose people or structures to significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than significant	No	No	No	None
j) Inundation of by seiche, tsunami, or mudflow?	NA	No	No	No	None

Discussion

Criterion a—Water Quality Standards and Waste Discharges

Summary of DNSP EIR Findings

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

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

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

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

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

Master Plan Analysis and Conclusion

The Master Plan area is largely covered with impervious surfaces and urban uses. No actual construction is proposed as a result of the City adopting the Master Plan. However, future projects would remove existing surface parking lot and concrete structures. The City would review future development proposals in accordance with applicable guidelines, ordinances, and permitting requirements that reduce potential impacts.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions greenways, open spaces, and integrating urban uses with surrounding natural habitat. The Master Plan includes landscaped areas that would provide for

infiltration of stormwater and increase permeable surfaces. Furthermore, the City would review projects for consistency with DNSP design guidelines that encourage features to reduce stormwater runoff into Napa River and Napa Creek, and to ensure compliance with the Stormwater Runoff Pollution and Control Ordinance.

Criterion b—Groundwater Supplies

Summary of DNSP EIR Findings

The DNSP EIR considered the potential for depleting groundwater resources in the DNSP area. The underlying groundwater aquifer in the DNSP area is not used for water supply purposes. The DNSP area is currently largely developed and covered in impervious surfaces; thus, the potential for groundwater recharge is either unlikely or low.

To mitigate potential impacts, the DNSP EIR evaluated stormwater management guidelines that encourage certain design features. New development under the DNSP would increase pervious surfaces and, as a result, recharge groundwater. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area consists of urban land uses and is predominantly covered with impervious surfaces. As with the DNSP, the Master Plan would demolish existing uses and largely remove impervious surfaces. The City would review future development proposals for consistency with DNSP design guidelines and applicable stormwater regulations. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions greenways, open spaces, and connecting urban uses with surrounding natural habitat. Future development would increase pervious surfaces and, thus, groundwater recharge in the area.

Criterion c—Existing Drainage

Summary of DNSP EIR Findings

The DNSP EIR considered the potential for development facilitated by the DNSP to potentially alter existing drainage patterns, causing erosion, siltation, or flooding. Changes in urban development can decrease natural ground cover and increase impervious surfaces. New development on vacant sites would alter existing drainage patterns. The changes could ultimately impact Napa River and Napa Creek, already identified as impaired waters.

Development directed by the DNSP would be subject to City guidelines, ordinances, and permitting requirements. As described in the DNSP EIR, the RWQCB prepared the San Francisco Bay Basin Water Quality Control Plan, which would require a project to implement measures to reduce stormwater runoff. The City's Stormwater Management Plan further requires BMPs and measurable goals that apply to construction sites, as well as operational measures to avoid or minimize pollutants. Furthermore, the City's Stormwater Runoff Pollution and Control Ordinance would protect water resources and improve water quality. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area is largely covered with impervious surfaces and urban uses. No actual construction is proposed at this time, but future projects would remove existing surface parking lot and concrete structures. The City would review future development proposals in accordance with applicable guidelines, ordinances, and permitting requirements to address drainage and potential runoff.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions greenways, open spaces, and integrating urban uses with surrounding natural habitat. Landscaped areas would provide for infiltration and increase permeable surfaces, thereby reduce quantity of stormwater flowing off-site.

Criterion d—Existing Drainage and Flooding**Summary of DNSP EIR Findings**

The DNSP EIR found that impacts to existing drainage and flooding would be less than significant. Development facilitated by the DNSP could potentially alter the existing drainage pattern of the downtown area which could result in substantial erosion. Portions of the DNSP area are located in a floodplain. Napa has a history of flooding because of its proximity to the Napa River and its tributaries.

New development could alter existing drainage patterns of Napa Creek and Napa River. The DNSP EIR determined a low likelihood that development facilitated by DNSP could cause flooding on- or off-site. However, flooding in the DNSP area is possible.

To mitigate potential impacts, development facilitated by the DNSP would be subject to City guidelines, ordinances, and permitting requirements that reduce flooding risks. Adherence to these requirements would require projects to retain stormwater on-site while reducing stormwater from flowing off-site. As described in the DNSP EIR, the City would require projects to comply with applicable regulations and implement applicable measures through the issuance of construction permits. General Plan policies HS-3.1 through HS-3.8 relate to flood protection. Policy HS-3.2 places restrictions on development within the floodplain. Development also must adhere to City's Floodplain Management Ordinance. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area is developed with urban uses and largely covered with impervious surfaces. No actual construction is proposed at this time, but eventual projects would remove existing surface parking lot and concrete structures. Thus, the Master Plan would alter the existing drainage on the NSD and South of Pearl Blocks.

The City would review future development proposals in accordance with applicable guidelines, ordinances, and permitting requirements to reduce the potential for flooding on-site and off-site areas. As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions greenways, open spaces, and integrating urban uses with surrounding natural habitat. Landscaped areas would provide for infiltration of

stormwater and increase permeable surfaces. These features would improve drainage and reduce stormwater runoff into Napa River and Napa Creek.

Criterion e—Additional Sources of Polluted Runoff***Summary of DNSP EIR Findings***

The DNSP EIR considered whether development facilitated by the DNSP could potentially create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide a substantial additional source of polluted runoff. The DNSP is close to the Napa River and its tributaries. The DNSP proposes redevelopment and locates new development near Napa Creek and Napa River. Therefore, new development could add sources of polluted runoff, and any increase of pollution is considered a potentially significant impact.

To mitigate impacts, pollutants in stormwater runoff associated with development under the DNSP would be minimized with adherence to the guidelines, ordinances, and permit requirements. Additional design features that reduce stormwater runoff volumes also would also be effective in reducing pollutant loading to receiving waters such as the Napa River and Napa Creek. Design standards applicable under the DNSP would be consistent with the City's Storm Water Management Plan and Stormwater Runoff Pollution Control Ordinance, which include pollutant source control features such as use of landscaped areas for infiltration of stormwater, permeable paving, stormwater detention basins, and parking lots with bio-infiltrations systems. Incorporation of these design features would ensure that development facilitated under the DNSP would improve the water quality of runoff directed off-site to downstream receiving waters, and impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area is developed with urban uses and largely covered with impervious surfaces. No actual construction is proposed at this time, but eventual projects would remove existing surface parking lot and concrete structures. The City would review future development proposals in accordance with applicable guidelines, ordinances, and permitting requirements.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions greenways, open spaces, and integrating urban uses with surrounding natural habitat. Landscaped areas would provide for infiltration of stormwater and increase permeable surfaces. These features would improve drainage and reduce stormwater runoff into Napa River and Napa Creek.

Criterion f—Degrade Water Quality***Summary of DNSP EIR Findings***

The DNSP EIR considered whether development facilitated by DNSP could potentially degrade water quality. Any increases in impervious surfaces could create higher erosion rates as well as reduce groundwater recharge.

To mitigate potential impacts, projects must comply with drainage and grading ordinances intended to control runoff and regulate water quality at each development site. New projects would be

required to demonstrate adequate capacities of stormwater volumes that would be managed by downstream conveyance facilities. The DNSP includes proposed improvements to the existing stormwater system to meet current standards as well as address future development anticipated by the plan.

Furthermore, the City's Storm Water Management Plan, Stormwater Runoff Pollution Control Ordinance, and National Pollution Discharge Elimination System (NPDES) permitting requirements apply throughout the DNSP area. Accordingly, all construction work would require permits from the RWQCB, which requires all activities to incorporate BMPs that minimize adverse effects to water quality. Final design plans would be required to include stormwater management features that address stormwater quantity and quality and that would minimize the potential for adverse impacts of receiving waters. Therefore, the DNSP EIR found effects of development facilitated by the DNSP to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area is developed with urban uses and largely covered with impervious surfaces. No actual construction is proposed at this time, but eventual projects would remove existing surface parking lot and concrete structures. The City would review future development proposals in accordance with applicable guidelines, ordinances, and permitting requirements.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions greenways, open spaces, and integrating urban uses with surrounding natural habitat. Landscaped areas would provide for infiltration of stormwater and increase permeable surfaces. These features would improve drainage and reduce stormwater runoff into Napa River and Napa Creek. Therefore, the Master Plan does not change or create more severe impacts that require further analysis.

Criterion g—Housing within 100-year flood hazard area

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could place housing or structures in the floodplain and expose people to a substantial risk of loss, injury, or death. Napa has a history of flooding events given its proximity to the Napa River and its tributaries.

Portions of the DNSP area are located in a floodplain. The DNSP contemplates increased residential and commercial development in the floodplain. These areas may be further affected in the future by sea level rise.

Flooding in 1986 prompted the City to establish a Flood Evacuation Area (FEA)—a land use regulation. The FEA is designed to reduce exposure to flooding for future residential development in areas that may become inaccessible by emergency vehicles. The FEA requires any proposed residential development resulting in more than four dwelling units to have a flood evacuation plan approved by the Public Works Department. In essence, the FEA provides routes so people can walk to safety or drive out of the floodplain. Furthermore, the Napa River Flood Protection Project

includes various flood protection improvements that have lowered water surface elevations in the DNSP area.

In addition, General Plan policies HS-3.1 through HS-3.8 relate to flood protection. Policy HS-3.2 places restrictions on development within the floodplain. Future development also must adhere to City's Floodplain Management Ordinance. Impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area is located in the Phase 1 Flood Risk Area. The area floods when Napa Creek overflows its banks and may be inundated by both Napa Creek and Napa River in a flooding event. The Master Plan area consists of urban uses near the Napa River and Napa Creek, but it is protected by the recent completion of Oxbow Bypass project, part of the Napa River Flood Protection Project.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates residential and commercial development on two blocks adjacent to the Oxbow Bypass. To address potential impacts, General Plan policies direct the City to provide floodplain management to protect its citizens and property. The City would review future development proposals in accordance with applicable guidelines, ordinances, and permitting requirements. The City's Floodplain Management Ordinance includes special standards for development in locations within floodplains and floodways. The ordinance requires project designs that minimize flood risks and disruptions to City operations, business operations, and residents.

Criterion h—Structures Impeding or Redirecting Flood flows

Summary of DNSP EIR Findings

The DNSP EIR found that development facilitated by DNSP could impede or redirect flood flows, but that the impact would be less than significant with the implementation of applicable City policies. Napa has a history of flooding events given its proximity to the Napa River and its tributaries.

As discussed above, portions of the DNSP area located in a floodplain. The DNSP contemplates increased residential and commercial development in the floodplain. However, flooding in 1986 prompted the City to establish an FEA—a land use regulation. The FEA is intended to reduce flood exposure for future residential development in areas that may become inaccessible by emergency vehicles. The FEA requires any proposed residential development resulting in more than four dwelling units to have a flood evacuation plan approved by the Public Works Department. In essence, the FEA ensures routes so people can walk to safety or drive out of the floodplain. In addition, the County and the United States Army Corps of Engineers recently completed the Napa River Flood Protection Project, which includes various flood protection improvements that have lowered water surface elevations in the DNSP area.

As with the DNSP, the City would review proposed projects to ensure consistency with General Plan policies related to flood protection. The City would require all future development to demonstrate consistency with the City's Floodplain Management Ordinance. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

As discussed above, the Master Plan Area is located in the Phase 1 Flood Risk Area. The area floods when Napa Creek overflows its banks and is inundated by both Napa Creek and Napa River in a flooding event. The Master Plan area consists of urban uses near the Napa River and Napa Creek, but it is protected by recent completion of Oxbow Bypass flood control project, part of the Napa River Flood Protection Project.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates residential and commercial development near the Oxbow Bypass. The City would review future project proposals for consistency with General Plan policies that protect citizens and property from flooding events. The City would also require compliance with the Floodplain Management Ordinance, which includes special standards for development for locations in the floodplain and floodway—measures designed to minimize risks and disruptions to City operations, business operations, and residents.

Criterion i—Levee and Dam Failures

Summary of DNSP EIR Findings

The DNSP EIR found that development facilitated by the DNSP could potentially expose people or structures to risk of flooding due to a failure of a levee or dam, but impacts would be less than significant with adherence to the applicable City policies. Several reservoirs are located within the Napa area including Lake Hennessey (Conn Creek Dam), Lake Milliken Reservoir, and another dam located at Rector Reservoir. Dams are under jurisdiction of the California Department of Water Resources, Division of Safety of Dams (DSOD). The DSOD imposes strict standards for the design, maintenance, and monitoring of dams under its jurisdiction.

Risks associated with dams in vicinity of the DNSP area are addressed by several General Plan policies. Policies HS-4.1 and HS-4.2 are specifically directed at minimizing risks. General Plan policies further require the City to inspect and maintain water storage facilities.

Master Plan Analysis and Conclusion

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates residential development in an area near the Oxbow Bypass. As discussed above, future residents would be placed in the floodplain that floods when Napa Creek overflows its banks and that may be inundated by both Napa Creek and Napa River in a flooding event. However, this area is protected by the recent completion of the Oxbow Bypass project.

No actual construction would occur as a result of the City adopting the Master Plan. The City would review future projects for consistency with General Plan policies as well as applicable guidelines, ordinances, and permitting requirements that protect its citizens and property from flooding.

Criterion j—Inundation**Summary of DNSP EIR Findings**

The DNSP EIR found there would be no inundation impacts in the DNSP area. The DNSP area is located in an inland area, not within areas subject to seiches, tsunamis, or mudflows.

Master Plan Analysis and Conclusion

Consistent with DNSP EIR, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), configures land use and buildings in the downtown area, which is not subject to seiches, tsunamis, or mudflows.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, hydrology and water quality impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
X. Land Use, Plans, and Policies					
<i>Would the Master Plan:</i>					
a) Physically divide an established community?	Less than significant	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Less than significant	No	No	No	None

Discussion

Criterion a—Physically Divide a Community

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by the DNSP could potentially physically divide an established community. The proposed land use designations described in the DNSP would not create any new physical barriers in the downtown area. There are no major planned roadways, such as freeways, that would divide downtown or individual neighborhoods or subareas.

Rather, the DNSP includes objectives that would increase connectivity within downtown. These include development of a human-scale, pedestrian-friendly environment; cultivation of a multi-modal transportation network incorporating pedestrians, bicycles, public transportation, as well as automobiles; and creation of linkages to and between public gathering spaces, parks, and the Napa River. More specifically, the DNSP presents alternatives for road realignment/rerouting that would

improve overall circulation throughout the downtown area, concentrates intensive commercial development in a Downtown Commercial Core Designation, and provides for a sensitive transition to adjacent residential land uses. Therefore, new land uses would not result in division either within downtown or with adjacent neighborhoods, and impacts would be less than significant.

Master Plan Analysis and Conclusion

Existing structures on the NSD and South of Pearl Block consist of low-density development. Development on the blocks provides little continuity between the downtown core and surrounding neighborhoods. The City intends to develop the blocks in a manner that helps to define the higher density downtown core and lower intensity development along the downtown's outer edge.

To achieve the City's goals, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates land uses and building configurations that connect the downtown core and businesses with residents. Consistent with DNSP, the Master Plan envisions a new mixed-use development with residential and open space components. The Master Plan area serves as a transition from the higher-density developments in the downtown core to residential neighborhoods, consistent with DNSP objectives. Among its features, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), includes landscaping with greenways and pedestrian paths that facilitate multi-mobile access between distinct neighborhoods of the broader DNSP area.

The end result of the Master Plan is a development that promotes connectivity and does not install any features that would divide the downtown area, consistent with the DNSP. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts were less than significant. No additional analysis is required.

Criterion b—Conflict with Applicable Land Use Plan, Policy, or Regulation to Mitigate Environmental Effects

Summary of DNSP EIR Findings

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

The proposed DNSP land use districts would not represent a substantial departure from the existing controls such that incompatible land uses would be developed. In general, it is anticipated that future development allowed by these new districts would result in a more cohesive Downtown core commercial area that transitions to mixed-uses. The DNSP would provide development guidelines to guard surrounding neighborhoods from incompatible densities. Subsequent actions required for implementation of the DNSP include amendments to the City General Plan and Land Use Map and amendments to the City Zoning Code and maps to ensure consistency. Therefore, the DNSP EIR

determined that the DNSP would not conflict with any applicable land use policies adopted for the purpose of avoiding or mitigating an environmental effect.

Master Plan Analysis and Conclusion

Existing structures on the NSD and South of Pearl Block consist of low-density development, which provides little continuity between the downtown core and surrounding neighborhoods in accordance with the DNSP. The City intends to develop the blocks in a manner that helps to define the higher-density Downtown core and lower intensity development along the downtown's outer edge.

Consistent with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), proposes mixed-use development that allows for residential, retail, and recreational uses. As encouraged by the DNSP, the Master Plan contemplates a less intensive mix of uses than the downtown core. The proposed land uses and building configurations are not a departure from the development guidelines in the DNSP or existing land use controls.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts were less than significant. No additional analysis is required.

Criterion c—Conflict with Habitat Conservation Plan

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by the DNSP could potentially conflict with any applicable habitat conservation plan or natural community conservation plan. The DNSP is not within or in proximity to an area guided by a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the DNSP does not conflict with a habitat conservation plan or natural community conservation plan.

Master Plan Analysis and Conclusion

Since the Master Plan Area is within the same area as the DNSP, it is not within or in proximity to an area guided by a habitat conservation plan or natural community conservation plan. Therefore, the Master Plan would not create a new or more severe impact related to this issue. No additional analysis is required.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with

the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, land use and planning impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XI. Mineral Resources					
<i>Would the Master Plan:</i>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NA	No	No	No	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	NA	No	No	No	None

Discussion

Criterion a-b

Summary of DNSP EIR Findings

Mineral Resources were discussed in DNSP EIR Chapter 6, Impact Overview and Growth Inducement, under Section 6.E, Effects Found Not Found to be Significant. The California Geological Survey has classified lands within the San Francisco Bay Region into Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1974 (Miller et al. 2013).³ The DNSP EIR determined that the DNSP area does not contain known mineral resources; therefore, the DNSP would have no potential impacts. The DNSP EIR determined that Mineral Resources were not directly relevant to the proposed Specific Plan.

Master Plan Analysis and Conclusion

The Master Plan contemplates development within the DNSP area—an urban area that has no known mineral resources. The Master Plan area was mapped by the California Department of Mines and Geology as MRZ-1, an area where adequate information indicates a low likelihood of significant mineral resources (Miller et al. 2013).

³ Miller, R.V., Busch, L.L., Update of Mineral Land Classification: Aggregate Materials in the North San Francisco Bay Production-Consumption Region, Marin, Napa, Sonoma, and Southwestern Solano Counties, Department of Conservation, California Geological Survey, Special Report 205, 2013.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which found that effects on mineral resources were not significant. No additional analysis is required.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, mineral resource impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XII. Noise and Vibrations					
<i>Would the Master Plan:</i>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant	No	No	No	None
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant with mitigation incorporated	No	No	No	MM 4.1-3
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant	No	No	No	None
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant with mitigation incorporated	No	No	No	MM 4.1-1a MM 4.1-1b MM 4.1-1c
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	N/A	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	N/A	No	No	No	None

Discussion

Criterion a—Excess Noise Levels

Summary of DNSP EIR Findings

The DNSP EIR describes the existing noise environment and the land uses considered more sensitive to excessive noise (e.g., residences, nursing homes, hospitals). It also describes the federal, state, and local noise regulations applicable to the DNSP. Development in accordance with the DNSP could generate increases in traffic noise levels on downtown streets, on some of which noise levels would exceed 65 dB L_{dn}, which is considered a “normally acceptable” level. However, existing conditions at the busiest road segments already produce noise levels above 65 dB L_{dn}. For these road segments, no increase in traffic noise levels exceeding 3 dBA under cumulative conditions with the DNSP was predicted. Therefore, noise impacts were considered less than significant.

Master Plan Analysis and Conclusion

The Master Plan area reflects the Focus Area planning boundaries within the DNSP. As the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), is consistent with the land uses contained in the DNSP, the Master Plan area would experience the same noise conditions analyzed in the DNSP EIR, and noise generation expected from traffic would be similar. No hotels or other land uses that would generate high traffic levels are proposed. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts were less than significant. No additional analysis is required.

Criterion b—Excess Groundborne Vibration or Noise

Summary of DNSP EIR Findings

The DNSP EIR notes that buildout of the DNSP could potentially expose more people to the impacts of excess groundborne vibration or noise levels. Increased exposure to sources of groundborne vibration could occur through increased residential or employment densities on lands within proximity to noise generating activities (commercial, railroad, construction). Specifically, vibration created through construction activities or railways could result in potentially significant impacts on existing or proposed sensitive land uses. Implementation of Napa General Plan Policies HS-9.2,

HS-9.9, HS-9.11, and HS-9.14 of the Health and Safety Element of the Napa General Plan would help reduce the potential for excessive groundborne noise and groundborne vibration. These policies would ensure that new development does not exceed City standards (HS-9.2), limits construction activities (HS-9.9), protects noise sensitive land uses (HS-9.11), and includes site planning techniques to limit noise and vibration impacts (HS-9.14).

Implementation of the DNSP would locate sensitive receptors near the existing Wine Train track. The Federal Transit Administration has developed screening distances for vibration impacts associated with conventional commuter railroads. Accordingly, Mitigation Measure 4.I-3 from the DNSP EIR requires residences and buildings where people normally sleep to be located a minimum of 200 feet from the right-of-way. The DNSP EIR concluded that, with implementation of applicable General Plan policies and Mitigation Measure 4.I-3, impacts would be less than significant.

Master Plan Analysis and Conclusion

Conceptual development under the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be subject to the same conditions related to groundborne vibrations as would development under the DNSP. Implementation of the same General Plan policies described in the DNSP EIR would reduce groundborne vibration impacts. The proposed residential component of the Master Plan would be greater than 200 feet from the Wine Train tracks, so impacts of rail traffic on the residences would remain less than significant. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts were less than significant. No additional analysis is required.

Criterion c—Permanent Increase in Ambient Noise

Summary of DNSP EIR Findings

As described under Criterion (a), the DNSP would result in increases in traffic noise levels on downtown streets, on some of which noise levels would exceed what is considered “normally acceptable.” These noise impacts were considered less than significant.

Master Plan Analysis and Conclusion

Since the proposed Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), is consistent with the land use assumptions made in the DNSP EIR, the proposed Master Plan trip distribution would be similar to the trip distribution assumptions made in the DNSP EIR. The DNSP EIR accounted for existing traffic patterns, the identified changes in the orientation of the street network and future traffic volumes estimates, and the general location of key trip generators and attractors in the area in determining trip distribution assumptions.

As analyzed in the DNSP EIR, increased traffic volumes and congestion on local roadways, coupled with roadway improvements proposed in the Specific Plan, could increase traffic noise levels. Existing conditions at the busiest road segments (segments along Soscol Avenue) currently produce noise levels above 65 L_{dn} . For the road segments that are predicted to be above 65 L_{dn} , existing and existing plus cumulative (2035 no Plan) traffic noise levels were calculated. No road segment predicts a future increase in traffic noise levels by more than 3 dBA from 2035 no Plan to 2035 with the Plan. The predicted increase in traffic noise related to the Downtown Napa Specific Plan is

therefore considered a less than significant impact. As such, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would also have less than significant impacts related to the increase of traffic noise. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR. No additional analysis is required.

Criterion d—Temporary Increase in Ambient Noise

Summary of DNSP EIR Findings

Future noise levels related to construction within and adjacent to the DNSP area would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction activities could involve excavation, grading, demolition, drilling, trenching, earth movement, and vehicle travel to and from the project site. The DNSP would facilitate the development of new retail, office, residential, restaurant, flexible space, and hotels. Presumably, all of these projects would involve some heavy construction or truck activity. Noise from machinery or equipment is a potentially significant impact, especially near sensitive receptors.

Construction equipment is typically diesel-powered, and is used to excavate, transport heavy materials, and remove debris and waste. Construction noise is typically short-term but can be very loud. Implementation of the following policies in the Health and Safety Element of the Napa General Plan would reduce the potential for excessive noise from construction activities and Downtown development: HS-9.1, HS-9.2, HS-9.6, HS-9.7, HS-9.8, HS-9.9, HS-9.10, HS-9.11, HS-9.13, and HS-9.14. However, without mitigation, construction noise impacts could be significant. To reduce construction noise impacts to less than significant levels, Mitigation Measures 4.I-1a through 4.I-1c would be incorporated into future projects within the DNSP area.

Master Plan Analysis and Conclusion

Construction noise impacts of the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be the same as those associated with the DNSP. While implementation of General Plan policies would reduce some of these impacts, mitigation would be required. Implementation of Mitigation Measures 4.I-1a through 4.I-1c in the DNSP EIR, which are reproduced below, would minimize these impacts to less than significant. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant with mitigation. No additional analysis is required.

Criterion e—Noise Near Airports

Summary of DNSP EIR Findings

The closest airport to the DNSP area is Napa County Airport, approximately 8 miles to the south. The DNSP EIR did not analyze noise impacts related to Napa County Airport operations, presumably because of the distance of the airport from the DNSP area.

Master Plan Analysis and Conclusion

Since the Master Plan Area would be the same distance from Napa County Airport as the DNSP area, noise impacts would be the same. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts. No additional analysis is required.

Criterion f—Noise Near Private Airstrips**Summary of DNSP EIR Findings**

The DNSP EIR did not identify any private airstrips in the vicinity of the DNSP area. Because of this, the DNSP EIR did not analyze noise impacts related to private airstrips.

Master Plan Analysis and Conclusion

Since the Master Plan Area would be within the DNSP area, noise impacts would be the same. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts. No additional analysis is required.

Mitigation Measures

- MM 4.1-1a** Construction contractors for subsequent development projects within the DNSP area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Additional techniques shall include, but not be limited to the following noise control elements:
- Non-residential construction project activities (Monday through Friday) shall be limited to the hours of 7:00 a.m. to 7:00 p.m. with no startup of machines or equipment prior to 8 a.m. No delivery of materials nor equipment shall occur prior to 7:30 a.m. or after 5:00 p.m. No cleaning of machines or equipment shall occur after 6:00 p.m. No servicing of equipment shall occur past 6:45 p.m. Construction of weekends and holidays shall be limited to the hours of 8:00 a.m. to 4:00 p.m., unless a permit allows otherwise.
 - Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;
 - All construction equipment shall not be placed adjacent to developed areas unless said equipment is provided with acoustical shielding; and
 - Signs shall be posted at all construction site entrances to the property upon commencement of project construction, for the purposes of informing all contractors and subcontractors, their employees, agents, materialmen, and all other persons at the construction site, of the basic requirements of Mitigation Measures 4.1-a through 4.1-c.

MM 4.I-1b Should pile-driving be necessary for a proposed project, the project sponsor would require that the construction contractor limit pile driving activity to the least disturbing hours of the day. To further mitigate pile driving and/or other extreme noise-generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. No extreme noise-generating activities shall be allowed on weekends and holidays.

Techniques included may include but not be limited to the following:

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

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

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, noise and vibration impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XIII. Population and Housing					
<i>Would the Master Plan:</i>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Less than significant	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less than significant	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less than significant	No	No	No	None

Discussion

Criterion a—Inducement of Population Growth

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially induce growth in population and employment in the DNSP area. At the time of the DNSP EIR, the downtown area contained approximately 125 dwelling units. The City intended to provide new residential development in the downtown area to promote and support activities in the downtown core and surrounding neighborhoods with commercial uses.

The City already expected population growth in the downtown area because higher-density housing is encouraged by the Napa General Plan. Policy H2.15 requires the City to promote and encourage mixed-use and higher density patterns in downtown to facilitate multi-modal transportation and access to daily services, recreation, and employment. The DNSP included rezoning to accommodate

an additional 627 net new housing units. The development facilitated by the DNSP would add 1,379 new residents in the DNSP area over the course of 20 years. As described in the DNSP EIR, the DNSP would induce growth that amounts to less than one percent of total citywide growth anticipated by 2035. Therefore, the DNSP concludes that induced population growth in the downtown area is not substantial, and impacts would be less than significant.

Master Plan Analysis and Conclusion

Consistent with DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), identifies development opportunities in a key location of the downtown area. The NSD Block contains two buildings and cement structures. The South of Pearl Block consists of a surface parking lot. The Master Plan Area currently does not contain residential development or employment generating land uses such as retail businesses.

As discussed in the DNSP EIR, the City had anticipated population growth in the downtown area. The Master Plan further articulates the allowable land use envisioned in the DNSP. The DNSP mixed-use zoning district encourages residential development. While no actual construction would occur as a result of the City adopting the Master Plan, the Master Plan would allow for future residential development.

Consistent with the DNSP and the DNSP EIR, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates up to 105 new dwelling units and 19,200-square feet of retail uses, or 231 new residents and 49 employees, over the course of 20 years. The DNSP contemplates up to 1,379 new residents, so the Master Plan's estimated population effects are well within DNSP projections. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion b—Displacing Substantial Numbers of Existing Housing

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially displace a substantial number of existing housing. As discussed in the DNSP EIR, the DNSP is intended to be implemented gradually over the next 20 years. Subsequent development allowed under the DNSP would replace some existing housing units. The City anticipates approximately 15 dwelling units would be displaced as a result of new development in the DNSP area.

However, DNSP zoning and development standards allow residential densities from 10 to 60 dwelling units per acre, depending on project location. Development facilitated by the DNSP would result in a net increase of 627 dwelling units, or 1,379 new residents, in the DNSP area. Therefore, the DNSP would add more units than would be demolished, and impacts would be less than significant.

Master Plan Analysis and Conclusion

The Master Plan Area currently has no housing units. Consistent with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a),

contemplates up to 105 new dwelling units, or 231 new residents. There would be a gain of residential units, and no losses. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion c—Displacing a Substantial Number of People

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially displace a substantial number of people and necessitate the construction of replacement housing elsewhere. As described under Criterion (b), the DNSP proposes more residential units than DNSP area would be displaced. The DNSP is not anticipated to result in a substantial displacement of people. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan Area contains no housing units, so the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would not demolish or displace any existing housing units, and thus would not displace residents. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, population and housing impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XIV. Public Services					
<i>Would the Master Plan result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>					
a) Fire protection?	Less than significant	No	No	No	None
b) Police protection?	Less than significant	No	No	No	None
c) Schools?	Less than significant	No	No	No	None
d) Parks?	Less than significant	No	No	No	None
e) Other public facilities?	NA	No	No	No	None

Discussion

Criterion a—Fire Protection

Summary of DNSP EIR Findings

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

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

Key to fire protection is capacity of water system to provide sufficient flow for firefighting purposes. The DNSP EIR evaluated the City’s water distribution system. As discussed in the Utilities and Service Systems chapter of the DNSP EIR, the City continually identifies infrastructure improvement projects

and funding to address the downtown's water needs, including adequate water flow for firefighting purposes. The current system meets fire flow demand but future buildout of the DNSP would require approximately 50 percent of the existing water pipes will require an upgrade. The DNSP EIR also considered General Plan policies that apply to future development and infrastructure improvements. Policies CS-1.2 and 1.3 would ensure adequate public services through the City's development review process. Policy CS-1.4 requires that new development fund its fair share of construction for new or expanded public facilities. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan is part of the DNSP area, and development would be consistent with DNSP guidance and regulations. As implementation of the DNSP is not anticipated to require new or expanded fire protection facilities, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), likewise would not require new or expanded facilities. As part of the development review process, the City would require projects to undertake infrastructure upgrades and improvements to provide water services as conditions of approval. As with the DNSP, the City would review individual projects and assess potential deficiencies at that time and in light of further development in the DNSP area. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion b—Police Protection

Summary of DNSP EIR Findings

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

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

Master Plan Analysis and Conclusion

The Master Plan is part of the DNSP area, and development would be consistent with DNSP guidance and regulations. As implementation of the DNSP is not anticipated to require new or expanded police protection facilities, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), likewise would not require new or expanded facilities. As with the DNSP, the City would review individual projects and assess potential deficiencies at that time and in light of further development in the DNSP area. The Master Plan does not introduce new

environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion c—Schools Facilities

Summary of DNSP EIR Findings

The DNSP EIR evaluated whether development facilitated by the DNSP would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain performance objectives for schools. The DNSP EIR estimated the potential increase in student enrollment at local schools. The proposed rezoning would accommodate an additional 627 net new housing units. The increase would generate approximately 84 school-age children, assuming full buildout of the DNSP. The new students would be distributed among schools within and near downtown.

Pursuant to state law, the City would require individual development projects facilitated by the DNSP to pay school impact fees. The fees are established to offset potential impacts from new development on school facilities. Therefore, impacts to school facilities were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan envisions new residential development on the NSD and South of Pearl Blocks over a period of time. The Master Plan is part of the DNSP area, and development would be consistent with DNSP guidance and regulations. Future residential development under the Master Plan, as under the DNSP, may generate an increase in student population. The increase in student population would be within DNSP projections. As with development under the DNSP, the City would require the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), to pay school impact fees, pursuant to state law, to offset potential impacts from new development on school facilities. This would reduce potential impacts on schools to a level that would be less than significant. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion d—Parks

Summary of DNSP EIR Findings

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

As discussed in the Recreational Facilities chapter of the DNSP EIR, development facilitated by DNSP could potentially increase the use of existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, population increase is only one factor to consider.

The City currently has 11 acres of parkland per 1,000 residents. The General Plan standard of 12 acres per 1,000 residents, and development facilitated by DNSP would add 1,379 new residents over the course of 20 years. The DNSP EIR determined that the added development does not substantially reduce the ratio. Furthermore, neighboring parks and open spaces, such as the Oxbow Bypass recreational area, provides recreational opportunities for downtown residents, employees, and visitors. Therefore, no new parks or recreational facilities would be required, and impacts were found to be less than significant.

Master Plan Analysis and Conclusion

Neither the NSD Block nor the South of Pearl Block currently contains parklands. As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates up to 105 new dwelling units and approximately 19,200 square feet of retail uses. The proposed development would be consistent with the DNSP, so demands for parks likewise would be consistent.

Development under the Master Plan would require the removal of the existing skate park. However, the City will relocate the skate park to another area in or near downtown. Moreover, the Master Plan contemplates integrated pathways of landscaped areas and public open spaces. The Master Plan further configures development opportunities to encourage active uses, and it connects to the neighboring Oxbow Bypass, which offer park and recreational opportunities.

Therefore, the Master Plan would not place additional demands on parks services, and it would enhance recreational opportunities. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion e—Other Public Facilities

Summary of DNSP EIR Findings

The DNSP EIR did not specifically evaluate whether development facilitated by the DNSP would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

Master Plan Analysis and Conclusion

The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be constructed within the DNSP area, with land uses consistent with DNSP guidance and regulations. It is expected that the Master Plan would have impacts similar to the DNSP on other public facilities. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts. No additional analysis is required.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, public service impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XV. Recreational Facilities					
<i>Would the Master Plan:</i>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant	No	No	No	None

Discussion

Criterion a—Existing Neighborhood and Regional Parks

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially increase the use of existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As a regulatory program, the DNSP would not directly degrade existing recreational resources in the DNSP.

The DNSP would add residential development, and the resultant increase in population would increase demand for and use of parks in the DNSP area. The greater use of parks and recreational facilities in the DNSP may result in physical deterioration. However, population growth is only one factor in determining whether parks and recreational facilities would deteriorate through increased use. Other variables include park design, age, infrastructure, and park use.

The City currently has 11 acres of parkland per 1,000 residents while the General Plan standard of 12 acres per 1,000 residents. Development facilitated by DNSP would add 1,379 new residents over the

course of 20 years. The DNSP EIR determined that the added development does not substantially reduce the ratio. Furthermore, neighboring parks and open spaces, such as the Oxbow Bypass recreational area, provides recreational opportunities for downtown residents, employees, and visitors. Therefore, no new parks or recreational facilities would be required.

Master Plan Analysis and Conclusion

The Master Plan area consists of two buildings and predominantly impervious surfaces. The existing land uses primarily serve local parking needs but include recreational facilities. The NSD Block contains an existing skate park and playground that would be removed once development is proposed.

The proposed development would be consistent with the DNSP, so demands for parks likewise would be consistent. Development under the Master Plan would require the removal of the existing skate park. However, the City will relocate the skate park to another area in or near downtown.

Moreover, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates integrated pathways of landscaped areas and public open spaces, and further configures development opportunities to encourage active uses, and it connects to the neighboring Oxbow Bypass, which offer park and recreational opportunities.

Therefore, the Master Plan would not place additional demands on parks services, and it would enhance recreational opportunities. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion b—Recreational Facilities

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. The DNSP did not propose specific parks or recreational facilities.

Other parks and open space improvements in and around downtown would serve residents of DNSP-related developments. The most prominent of these projects is the multi-purpose area in the Oxbow Bypass. A series of trails would provide an alternative pedestrian/bicycle connection under Soscol Avenue from the Oxbow Bypass area to First Street and Pearl Street in the downtown core. The DNSP EIR concluded that impacts to recreational facilities would be less than significant.

Master Plan Analysis and Conclusion

Development on the NSD Block includes an existing skate park and playground, which would be removed once development is proposed. As described in the DNSP EIR, the City plans to relocate the skate park. The City identified Solomon Park as a possible location.

Consistent with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), includes landscaped pedestrian paths with greenways to connect the area with the downtown core and surrounding neighborhoods. Development on the

NSD Block may include a centrally located plaza. Development on the South of Pearl Block contemplates open spaces on the southern edge that connect to the multi-purpose area in the Oxbow Bypass, thereby providing recreational opportunities for future residents, employees, and visitors to the Master Plan area. Therefore, the Master Plan would enhance recreational opportunities and does not change or create more severe impacts that require further analysis. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, recreational facility impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XVI. Transportation and Traffic					
<i>Would the Master Plan:</i>					
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?	Significant and unavoidable	No	No	No	NA
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 the designated roads or highways?	Significant and unavoidable	No	No	No	NA
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?	Less than significant	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant with mitigation incorporated	No	No	No	MM 4.L-6
e) Result in inadequate emergency access?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None

Discussion

Criterion a—Conflicting with Plan or Policy

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially 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.

The DNSP EIR evaluated traffic impacts based on a 2012 traffic study conducted by Kimley-Horn Associates. The traffic study evaluated Level of Service (LOS) conditions at 15 intersections that DNSP implementation was anticipated to affect, under both existing and cumulative (Year 2030) conditions without and with the DNSP. The DNSP EIR determined that all study intersections would continue to operate at acceptable LOS levels at buildout, with the exception of the SR-29 NB Off-Ramp/First Street intersection. The intersection operates at LOS F during both the AM and PM peak hours under existing and cumulative conditions without and with the DNSP. The DNSP EIR proposed Mitigation Measures 4.L-1a and 4L-2b to reduce congestion. However, impacts to this intersection were considered significant and unavoidable even after mitigation.

The traffic study also determined that the Silverado Trail/Third Street/East Avenue/Coombsville Road intersection would operate at LOS F during both the AM and PM peak hours under cumulative conditions without and with the DNSP. The DNSP EIR indicated that no feasible mitigation could be implemented to cause this intersection to operate at an acceptable LOS. Impacts to this intersection under cumulative conditions were considered significant and unavoidable.

Master Plan Analysis and Conclusion

A traffic study was conducted for the Master Plan by Kimley-Horn Associates in 2018 (Appendix B). The traffic study used trip generation estimates similar to those used in the DNSP EIR analysis. A comparison of the trip generation estimates used by the Master Plan and the DNSP EIR indicates that the proposed Master Plan land uses, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would result in a decrease in total morning and afternoon peak-hour trips, as well as total daily trips.

Relative to the DNSP EIR, the assumed buildout of the Master Plan results in a small increase in the number of outbound morning peak-hour trips; this is due to the project having more residential units than was assumed in the DNSP EIR, which included more office space. Since these additional trips are going counter to the peak direction of travel, they would not add to peak-period congestion. Furthermore, the decrease in inbound trips is greater than the increase in outbound trips; as a result, the project is not anticipated to result in any additional traffic impacts in the morning peak hour. The Master Plan would result in a decrease in generated trips in both directions in the afternoon peak hour and at the daily level. The conclusion from this trip generation analysis is that the Master Plan is anticipated to generate the same or fewer peak-period trips than what were assumed in the DNSP EIR traffic study, and will not result in any additional traffic impacts beyond those identified in the DNSP EIR.

Since the proposed Master Plan is consistent with the land use assumptions made in the DNSP EIR, the proposed Master Plan trip distribution, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be similar to the trip distribution assumptions made in the DNSP EIR. The DNSP EIR accounted for existing traffic patterns, the identified changes in the orientation of the street network and future traffic volumes estimates, and the general location of key trip generators and attractors in the area in determining trip distribution assumptions.

The proposed Master Plan would result in a similar or lesser quantity of trips relative to what was assumed in the DNSP EIR. Based on this finding, the proposed project would result in overall long-term intersection levels of service that are consistent with or better than the approved DNSP.

Under the Alternative Massing South of Pearl Street Alternative 2, vehicular access would be provided via driveways on Pearl Street and a drive aisle between the parking garage and the mixed-use building. Parking spaces within the parking structure and surface parking lots would be laid out so that they do not inhibit internal circulation or result in difficult parking maneuvers. Overall, with the proper configuration of parking spaces and access driveways, the Alternative Massing would integrate well with the adjacent street system and would provide adequate access and internal circulation.

Accordingly, the DNSP EIR fully analyzed the traffic impacts of the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a). In accordance with state law, specifically California Code of Regulations Section 15162 and CEQA Guidelines Section 15168(c), no further environmental analysis is required. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR.

Criterion b—Conflict with Applicable Congestion Management Plan

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially conflict with an applicable congestion management program, including but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for the designated roads or highways. The DNSP EIR did not explicitly analyze impacts related to a congestion management program. However, it did evaluate impacts on study intersections and determined that intersections would continue to operate at acceptable levels at buildout, with the exception of two intersections, as discussed in a) above.

Master Plan Analysis and Conclusion

Consistent with the DNSP, the Master Plan envisions a new mixed-use development with residential components. None of the identified impacted intersections are located near the Master Plan area. The traffic study prepared specifically for the Master Plan contemplated land uses, consistent with the DNSP zoning, and configuration of buildings. While the Master Plan includes more residential development than what the DNSP EIR assumed, the DNSP assumed more retail and substantially greater office uses, which generated greater vehicular trips.

The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), proposes land uses that facilitate multi-modal access and pedestrian traffic that capture internal trips and thus reduce vehicular traffic. The residential uses would generate more peak AM trips, but fewer peak PM and total daily trips. Additional trips would flow counter to peak direction travel and thus would not add to peak period congestion. The results of the study, as noted in a) above, indicate that the Master Plan at full buildout, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would generate similar or fewer trips that what was assumed in the DNSP EIR. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR. No additional analysis is required.

Criterion c—Changes in Air Traffic Patterns

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially 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.

The Napa County Airport is located approximately eight miles south of the DNSP area. Development facilitated by the DNSP would increase density and increase building heights at specific locations. However, new development is not expected to interfere with current flight patterns in Napa County. The development facilitated by the DNSP would not change air traffic patterns and was found to result in less than significant impacts.

Master Plan Analysis and Conclusion

Existing land uses in the Master Plan area consist of low-density urban structures and impervious surfaces. The NSD Block consists primarily of concrete structures while the South of Pearl Block is predominantly a temporary parking lot with minimal landscaping and lighting. Thus, development contemplated in the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would increase building heights, which could potentially affect air traffic patterns.

However, as with the DNSP, the Master Plan Area is located 8 miles away from the Napa County Airport. Therefore, building heights in the Master Plan Area are not expected to interfere with current flight patterns from the airport. Building heights would be consistent with DNSP guidance and regulations. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion d—Roadway Hazards or Incompatible Uses

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

Implementation of the DNSP would facilitate development throughout the DNSP area. The locations and/or specific design elements of these developments were not known at the time the DNSP EIR was prepared. However, the DNSP EIR recognized that each individual development would be required to demonstrate consistency with regulations and design standards intended to protect public safety. City regulations and standards require that public improvement plans and building plans for individual developments incorporate design requirements such as curbs, gutters, handicap access, adequate Fire Department access, and other measures to improve vehicle, bicycle, and pedestrian safety.

General Plan policies would also ensure that future projects would minimize hazards or conflicts through policies TR-1.2, TR-1.3, TR-1.4, TR-1.5, TR-1.6, and TR-1.7. The policies address roadway issues and capital improvement projects to ensure adequate levels of service. The policies further classify truck and emergency routes through the DNSP area. Implementation of these policies would help to maintain roadways and improve traffic flow in the downtown while accommodating all modes of travel. Thus, projects would cause a less than significant impact on safety for motor vehicles, bicycles, and pedestrians.

The DNSP EIR also evaluated potential impacts from development located near at-grade railroad crossings. Development facilitated by the DNSP could potentially result in additional automobile, bicycle, and pedestrian traffic near railroad crossings. The DNSP EIR determined that impacts were potentially significant, but that Mitigation Measure 4.L-6 would reduce impacts below significance.

Master Plan Analysis and Conclusion

As with the DNSP, the Master Plan envisions increasing land use densities which could possibly create conflicts between motorists and pedestrians or bicyclists. The DNSP EIR recognized that the City would require individual development projects to demonstrate consistency with appropriate regulations and design standards in order to avoid such conflicts. As with the DNSP, the City would require projects contemplated under the proposed Master Plan to integrate safety features, which would be reviewed and made conditions of approval.

At this stage, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), locates general land uses but includes a level of detailed circulation and entrance pathways. The traffic study prepared for this addendum indicates that the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would generate similar or less traffic than what the DNSP EIR assumed. Thus, the Master Plan does not generate more traffic, and thereby, would not increase potential conflicts given the pedestrian-oriented planning concept.

Furthermore, the design of townhomes on the NSD Block and the parking garage on the South of Pearl Block would reduce pedestrian conflict points. Each townhome has dedicated parking in a garage, with some units providing parking on private driveways. The configuration of buildings and internal pathways do not create difficult driving maneuvers. For the South of Pearl Block, vehicular access is provided via driveways on Pearl Street, West Street, or Yajome Street. The design of development on the SOP exceeds minimum pedestrian and vehicular sight distance requirements. Similarly, the City would require the proposed parking garage to avoid inhibiting internal circulation. Overall, the traffic study determined that the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would provide adequate access and clear pathways to walk into downtown.

As described in the DNSP, new development would add vehicular and non-vehicular traffic to various at-grade railroad crossings. The Master Plan area is located within a quarter mile of railroad tracks on the east side of Soscol Avenue. The traffic study prepared for this addendum indicates that the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would generate similar or less vehicular traffic than that assumed in the DNSP EIR. However, the Master Plan would add pedestrian and bicycle traffic given its connective pathways and building configurations that facilitate non-vehicular travel. As described in Mitigation Measure 4.L-6, the City would require a project-level review of at-grade railroad crossings. A transportation impact study would accompany a project through the City's review process. The City would identify potentially hazardous crossing conditions and require mitigation as conditions of approval.

Mitigation Measure 4.L-6 further provides a list of measures that City would consider on case-by-case basis, as appropriate. The incorporation of improvements identified in this mitigation measure would reduce the project's impact to the at-grade railroad crossing to a less than significant level.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant with mitigation. No additional analysis is required.

Criterion e—Inadequate Emergency Access

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially result in inadequate emergency access. Several intersections within the DNSP area were identified as having potential issues with maneuverability for a fire apparatus. In particular, the intersection of Second Street and Main Street requires fire trucks to wait until traffic clears to be able to make a left turn onto Main Street. The City Fire Department often avoids the intersection unless it responds to an emergency in the immediate vicinity. Other areas that the Fire Department identified as problematic include Coombs Plaza and the parking lot that serves the Hatt Building and the Napa River Inn.

The DNSP identified street improvements that would change traffic patterns in the downtown area. Most notably, the DNSP converts several streets from one-way to two-way streets. Implementation of this conversion would not adversely affect travel times of emergency vehicles. The City's Fire Code and subdivision regulations contained detailed standards and mitigation requirements relating to dead-end streets and emergency vehicle access. The adequacy of emergency vehicle access will be evaluated for each individual development in the study area. Considering that each individual development is expected to be consistent with the City's Fire Code and subdivision and other regulations, the project would cause a less than significant impact on emergency access.

Master Plan Analysis and Conclusion

The Master Plan is located within the DNSP; as such, it would also be subject to City codes and regulations and would experience the same impacts of implementation of DNSP measures as they relate to emergency vehicle access. The DNSP EIR recognized that the City would require individual development projects to demonstrate consistency with appropriate regulations and design standards. As discussed above, the City would require projects to integrate safety features which would undergo scrutiny and made conditions of approval. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion f—Conflict with Public Transit, Bicycle, or Pedestrian Facilities

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The DNSP EIR stated that a key transportation feature of any downtown is a robust pedestrian circulation system. This consists of a system of small, or pedestrian-scaled, blocks with a continuous system of sidewalks; short crossings at all intersections; and the absence of major barriers to pedestrian travel. Major barriers may include physical features such as rivers or topography, or may include wide streets or freeways. The downtown area provides these key features but also contains some barriers along the First and Third Street corridors. In particular, the existing roadways lack bicycle- and pedestrian-oriented land uses.

The DNSP accommodates a mix of residential densities, commercial/office uses, and pedestrian and bicycle facilities to promote options for movement beyond the use of motor vehicles. The DNSP further proposes enhancements to existing transit service. The City does not anticipate conflicts with current transit provisions or plans (e.g., roadway design that would conflict with transit service with the City) as a result of implementation of the DNSP.

Currently, sidewalks and pedestrian paths exist along the vast majority of roadways within the DNSP area. Development under the DNSP would generate pedestrian demand and increase transit ridership. However, implementation of the DNSP would not interfere with existing or planned pedestrian facilities. Additionally, the DNSP contains policies related to pedestrian facilities and amenities that would encourage walking in the DNSP area. The DNSP would provide for continued and improved non-vehicular travel.

As described in the DNSP EIR, General Plan policies coupled with the City's Transportation System Management strategies would ensure efficiency and maximize the existing infrastructure. General Plan policies TR-1.3, TR-1.4, TR-1.5, TR-1.6, TR-1.7, and TR-1.8 ensure that the City maintains the street network to accommodate all modes of travel towards and through the downtown area. This includes identifying reconstruction and rehabilitation projects to improve circulation. Policies TR-2.1, TR-2.2, TR-2.3, TR-2.4, TR-2.5, TR-2.6, and TR 2.7 ensure that the City manages congestion and prioritizes resources. In general, the DNSP would not cause a significant impact. General Plan policies TR-3.1, TR-3.2, TR-3.3, TR-3.4, TR-4.1, and TR-4.2 address public spaces, pedestrian access, multi-mobile land uses, and transit ridership.

Master Plan Analysis and Conclusion

Existing land uses in the Master Plan area consist of low-density urban structures and impervious surfaces. The NSD Block consists primarily of concrete structures, surrounded by sidewalks lined with on-street parking and landscaped with ornamental species. The local grid street network facilitates vehicular access to the downtown core along Clinton and Pearl Street, while Soscol Avenue connects to surrounding neighborhoods. The South of Pearl Block is predominantly a temporary parking lot with minimal landscaping and lighting. Similarly, Pearl Street and Soscol Avenue provide roadway access.

Consistent with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), envisions a new mixed-use development with residential components. The Master Plan area serves to transition from the higher density developments in the downtown core. The Master Plan contemplates land uses that connect to

downtown and neighboring businesses. The building configurations, as envisioned in the DNSP, would facilitate multi-modal access and pedestrian traffic.

The Master Plan would provide for a clear path for pedestrians to walk between the NSD and South of Pearl Blocks and other high-activity destinations. In addition, the DNSP and City development standards would require the Master Plan to incorporate bicycle facilities. The Master Plan would provide Class II (short-term) bicycle parking facilities in the public plazas located on the NSD and South of Pearl Blocks.

The nearest transit stop is located at Third Street and Brown Street; an approximate 0.3-mile walk from the Master Plan area. The traffic study prepared for this addendum found that no existing bus stops would be affected by the development, and it is anticipated that a small number of residents and employees would utilize the transit system. Thus, the Master Plan would not interfere with any existing or planned transit facility or systems.

In general, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), proposes access that conforms to the DNSP. The proposed land uses—and gradual development—would improve the pedestrian and multi-modal environment in downtown. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Mitigation Measures

MM 4.L-6 This mitigation measure should be applied to developments under the Specific Plan that would generate substantial multi-modal trips crossing at-grade railroad crossings that could substantially increase hazards between incompatible uses (i.e., motor vehicles and trains, or pedestrians and trains):

Transportation Impact Studies (TIS) for At-grade Railroad Crossings—The TIS, otherwise required to be prepared for proposed developments under this project, in accordance with standard City policies and practices, must evaluate potential impacts to at-grade railroad crossings resulting from project-related traffic. The TIS should examine whether the proposed project would generate substantial multimodal trips crossing at-grade railroad crossings that could substantially increase hazards between incompatible uses (i.e., motor vehicles and trains, pedestrians and trains), which may include a Diagnostic Review for each railroad crossing.

If required, the Diagnostic Review must be completed with all affected properties and Stakeholders, in coordination with the California Public Utilities Commission (CPUC). It will include: roadway and rail descriptions; collision history; traffic volumes for all modes; train volumes; vehicular speeds; train speeds; and existing rail and traffic controls. Based on the Diagnostic Review and the number of projected trips, the TIS will evaluate if the proposed project increases hazards at the crossing. For example, vehicle traffic generated by the proposed project may cause

vehicle queuing at intersections resulting in traffic spilling back onto at-grade railroad crossings.

Where the TIS identifies substantially hazardous crossing conditions caused by the proposed project, mitigations relative to the project's contribution to the crossing as necessary shall be applied through project redesign and/or incorporation of improvements to reduce potential adverse impacts. Proposed improvements must be coordinated with CPUC and affected railroads and all necessary permits/approvals obtained including a GO 88-B Request (Authorization to Alter Highway Rail Crossings). These improvements may include:

- Installation of additional warning signage;
- Improvements to warning devices at existing rail crossings;
- Installation or improvement to automobiles and/or pedestrian control gates;
- Installation of concrete panels to provide a smooth crossing surface;
- Reduction in the flangeway gap to improve pedestrian and bicyclist safety;
- Installation of median separation to prevent vehicles from driving around railroad crossings;
- Improvements to traffic signaling at intersections adjacent to crossings (e.g., signal preemption);
- Prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains;
- Where soundwalls, landscaping, buildings, etc. would be installed near crossings, maintain the visibility of warning devices and approaching trains;
- Elimination of driveways near crossings;
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way.

This mitigation measure would be applied by the City on a development project (case-by-case) basis, as appropriate. The incorporation of improvements identified in this mitigation measure would reduce the project's impact to the at-grade railroad crossing to a less than significant level.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, transportation and traffic impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
XVIII. Utilities and Service Systems					
<i>Would the Master Plan:</i>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less than significant	No	No	No	None

Environmental Issue Area	Conclusion in Downtown Napa Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Downtown Napa Specific Plan EIR Mitigation Measures
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?	Less than significant	No	No	No	None
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	Less than significant	No	No	No	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Less than significant	No	No	No	None

Discussion

Criterion a—Wastewater Treatment Requirements

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially exceed wastewater treatment requirements of the applicable RWQCB. The Napa Sanitary District (NSD) is responsible for wastewater collection and treatment from the DNSP area. The NSD administers the provisions of the wastewater discharge permit issued for its operations, subject to the requirements and limitations of the NPDES program enforced by the RWQCB.

All future projects under the DNSP will be subject to applicable wastewater discharge requirements issued by the SWRCB and RWQCB. The DNSP EIR found that DNSP buildout did not exceed applicable wastewater treatment requirements of the RWQCB with respect to discharges to the sewer system or stormwater system within the City. Therefore, impacts associated with wastewater treatment requirements of the RWQCB for development under buildout conditions were determined to be less than significant.

Master Plan Analysis and Conclusion

New development as proposed by the Master Plan would increase demand on wastewater treatment facilities. However, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates development in a manner consistent with the DNSP EIR. Thus, demands placed on the wastewater collection and treatment system would be consistent with the demands generated by DNSP buildout. The Master Plan will continue implementation of NPDES requirements as appropriate, including requiring the use of BMPs by businesses in the City. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion b—Water or Wastewater Treatment Facilities**Summary of DNSP EIR Findings**

The DNSP EIR considered whether development facilitated by DNSP could potentially 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. Development would increase the amount of wastewater generated within downtown.

The NSD prepared a Wastewater Treatment Master Plan that analyzed the existing capacity of treatment facilities. The plan accounts for future capacity increases and needed upgrades to accommodate growth in the downtown area. The NSD further anticipates that facilities will fully serve the level of growth in the service area through 2030. However, the plan assumes a steady growth rate. The downtown area may develop faster than anticipated, but the NSD accounted for varying growth rate in its sensitivity analysis.

Development facilitated by the DNSP may require investment in new or upgraded water and wastewater infrastructure. The City prioritizes capacity upgrades and General Plan policies ensure adequate public facilities to meet future growth demands. Policy CS-1.2 requires new development to fund its fair share of facilities. Policy CS-1.3 ensures new development is adequately served prior to approval. As described in the DNSP EIR, the DNSP also contains policies that further ensure development facilitated by the DNSP is coordinated with future improvements and funding for infrastructure improvements. Therefore, impacts to the City's water and wastewater facilities and its capacity to accommodate anticipated growth in the downtown area were found to be less than significant.

Master Plan Analysis and Conclusion

New development in the Master Plan Area would increase demand for water and wastewater treatment facilities. As described in the DNSP and DNSP EIR, new development would incorporate General Plan and DNSP policies to reduce water demand and wastewater through conservation, efficiency measures, and alternative water supplies. In addition, as with the DNSP, new development, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), would be required to pay its fair share of water system improvements. Developer-driven fees and payments would fund water system improvements to address project needs. The

City would require projects to either construct necessary future facilities or contribute to the cost of replacing pipes to increase capacity.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion c—Stormwater Drainage Facilities

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Development under the DNSP would not require new water drainage facilities or expansion of existing facilities beyond those already planned.

Much of the DNSP area consists of urban land uses and impervious surfaces. The City would conduct further review to ensure compliance with applicable standards and regulations. The City would require projects to incorporate additional pervious areas through landscaping which reduce quantities of runoff by retaining stormwater on-site. Thus, new development would likely decrease storm drain runoff. Because of this, impacts related to stormwater drainage were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area consists of two buildings and predominantly impervious surfaces. Existing land uses primarily serve local parking needs and accommodate recreational activities. The existing land uses likely contribute to stormwater runoff into Napa Creek and Oxbow Bypass.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates residential and commercial uses to replace existing uses. The new development would likely decrease impervious surfaces, as new development would incorporate General Plan and DNSP policies adding landscaping and pervious surfaces. This would reduce the quantities of stormwater runoff, and consequently reduce the need for additional stormwater drainage facilities.

In addition, as discussed in the DNSP EIR, new development would be required to pay its fair share of stormwater drainage facility improvements. Prior to project approval, the City would review adequacy of wastewater treatment facilities that serve the project. Developer-driven fees and payments would fund improvements to address individual project needs. The City would require projects to either construct necessary future facilities or contribute to the cost of replacing pipes to increase capacity.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion d—Water Supplies

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP would have sufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements are needed. In 2011, the City adopted its Urban Water Management Plan, which describes and evaluates City's sources of water supply, projected population, future water demand, and strategies to respond in the event of shortages. An analysis of City's water service contemplated a range of possible conditions to identify shortfalls or surpluses. The analysis concluded that the City has sufficient water supplies.

In addition, the City continues to implement long-term water conservation BMPs and to expand recycled water use. New development would be required to pay its fair share of water system improvements as required by General Plan policies. Developer-driven fees and payments in combination with other existing and proposed sources of funding for water system improvement address water needs.

The DNSP addresses water supply and distribution: maximize water use efficiency through conservation, demand reduction, and alternative water sourcing and water recycling. The City would require new development to conduct a water balance analysis to identify and implement water conservation measures. The City would also coordinate future improvement projects in downtown to maximize public funding for infrastructure improvements. Therefore, impacts to water supply and distribution were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area consists of two buildings and predominantly impervious surfaces. The blocks do contain landscaping with ornamental species, but they have minimal grassy areas. Water usage on the site is likely low, given the land uses and low levels of vegetation. Furthermore, the Master Plan area does not appear to be heavily irrigated.

As with the DNSP, the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), contemplates residential and commercial uses to replace existing uses. The new development would increase water demand, consistent with the assumptions in the DNSP EIR and the 2011 UWMP. However, new development would incorporate General Plan and DNSP policies to reduce water demand through conservation, efficiency measures, and alternative water supplies. As discussed in the DNSP EIR, new development would be required to pay its fair share of water system improvements. Developer-driven fees and payments would fund water system improvements to address project needs. The City would also require projects to either construct necessary future facilities or contribute to the cost of replacing pipes to increase capacity.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion e—Water and Wastewater Facility Capacity

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP could potentially 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.

Development facilitated by the DNSP would increase the amount of wastewater generated within downtown. As discussed above, the NSD prepared a Wastewater Treatment Master Plan that analyzed the existing capacity of treatment facilities. The plan accounts for future capacity increases and the need for upgrades to ensure adequate levels of wastewater service. The NSD anticipates facilities will fully serve the level of growth in the service area through 2030. However, this plan assumes a steady growth rate. The downtown area may develop faster than anticipated, but the NSD accounted for varying growth rate in its sensitivity analysis. Nonetheless, as previously discussed, development facilitated by the DNSP may require investment in new or upgraded sanitary sewer infrastructure.

The NSD's collection system has adequate dry-weather capacity, but it is inadequate to accommodate wet-weather peak flows. The City prioritizes capacity upgrades, and General Plan policies ensure adequate public facilities to meet future growth demands. Policy CS-1.2 requires new development to fund its fair share of facilities. Policy CS-1.3 ensures new development is adequately served prior to approval. DNSP policies further ensure that development is coordinated with future improvements and funding for infrastructure improvements. Therefore, impacts to the NSD's wastewater facilities and its capacity to accommodate anticipated growth in the downtown area were found to be less than significant.

Master Plan Analysis and Conclusion

As described in the DNSP EIR, new development would be required to comply with General Plan and DNSP policies to reduce water demand and wastewater through conservation, efficiency measures, and alternative water supplies. In addition, as with the DNSP, new development would be required to pay its fair share of water system improvements. Implementation of General Plan and DNSP policies would ensure that fee payments would fund water system improvements to address project needs. Prior to approval of projects subsequent to the Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), the City would review adequacy of wastewater treatment facilities that serve the project. The City would require projects to either construct necessary future facilities or contribute to the cost of replacing pipes to increase capacity.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion f—Landfill Capacity

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by DNSP would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

The City disposed of 51,905 tons of solid waste in 2009, down from 99,556 tons in 2005 and 57,374 tons in 2000. Waste is hauled to the Devlin Road Recycling and Transfer Station. The transfer station is permitted to collect up to 1,440 tons per day. In 2009, 50,396 tons of solid waste from the City of Napa was transferred from the station. The remainder of the disposed materials was transferred to other landfills in northern and central California.

Solid waste collected in the City is ultimately transported to Keller Canyon Landfill. As of 2004, the Keller Canyon Landfill had a total estimated permitted capacity of 75,018,280 cubic yards. The DNSP EIR provides that the landfill has an estimated remaining capacity of 84.5 percent. The landfill is classified as a Class II landfill that is permitted to accept up to 3,500 tons of waste per day, although it currently handles approximately 2,500 tons per day. The landfill's permit was most recently renewed in 2009, and it has an estimated closure date of 2030.

The California Department of Resources Recycling and Recovery (CalRecycle) indicates that the City of Napa's diversion rate increased to 53 percent in 2006 from 27 percent in 1995. The City's per-resident disposal target rate is 7.3 pounds per person per day (PPD), and per-employee disposal target rate is 18.2 PPD. The City's per-resident disposal rate was 3.7 PPD, and its per-employee disposal rate was 9.8 PPD, thereby exceeding the target.

To reduce solid waste, the City drafted and adopted Chapter 15.32 of the Napa Municipal Code which contains the construction and demolition debris recycling and diversion ordinance. Pursuant to the ordinance, projects are required to submit a waste reduction and recycling plan demonstrating that 50 percent of all construction and demolition debris and 80 percent of all concrete and asphalt would be diverted from disposal in landfills. This diversion requirement for construction and demolition debris will increase to 55 percent in 2015 and 60 percent in 2020. The DNSP EIR determined that buildout of the DNSP would not result in insufficient landfill disposal capacity. Therefore, impacts to land fill capacity were found to be less than significant.

Master Plan Analysis and Conclusion

The Master Plan area consists of land uses that generate relatively low volumes of solid waste. New development would increase non-hazardous wastes because of an increase in residential and commercial uses.

As described DNSP EIR, the Devlin Transfer Station and Kelly Canyon Landfill have adequate capacity to accommodate solid waste generated by new development in the downtown. As the proposed Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), is consistent with the DNSP, solid waste impacts likewise would be consistent with those of the DNSP. The City would require future projects to reduce construction and demolition materials sent to landfills according to applicable regulations. As future projects are proposed, the City will

conduct further review and require solid waste reduction measures as conditions of approval. Furthermore, as described in the DNSP EIR, General Plan policies and municipal programs will continue to reduce solid waste generated by operational uses.

The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Criterion g—Solid Waste

Summary of DNSP EIR Findings

The DNSP EIR considered whether development facilitated by would comply with federal, state, and local statutes and regulations related to solid waste. Population and commercial growth in downtown would generate more amounts of solid waste. However, total waste generated resulting from development would decrease through recycling, composting, and other methods.

The City would require future development projects to comply with applicable federal, state, and local regulations related to solid waste. General Plan Policy CS-12 ensures that municipal waste and recycling programs will be conducted in safe and environmentally sound manner. The DNSP EIR concluded that implementation of the DNSP would not impede the ability of the City to meet waste diversion requirements or cause the City to violate other applicable federal, state, and local statutes and regulations related to solid waste. Therefore, impacts were found to be less than significant.

Master Plan Analysis and Conclusion

Development under the Master Plan would be subject to the same federal, state, and local regulations as the DNSP area. Since development under the Master Plan would be consistent with DNSP guidance and regulations, it also would not impede the ability of the City to meet waste diversion requirements or cause the City to violate other applicable federal, state, and local statutes and regulations related to solid waste. The Master Plan does not introduce new environmental impacts or create more severe environmental impacts than those analyzed in the DNSP EIR, which concluded that impacts would be less than significant. No additional analysis is required.

Mitigation Measures

None.

Conclusion

The Master Plan builds on the policies, standards, and guidelines outlined in the DNSP to provide a precise vision for redevelopment in the CineDome Focus Area. The Master Plan, under the conceptual site plan (Exhibit 3) or Alternate Massing for South of Pearl Block (Exhibit 3a), does not propose land use or zoning changes and would not change the type or extent of development allowed under the DNSP. Development pursuant to the Master Plan must still be in accordance with the densities, standards, and design guidelines otherwise permitted under the DNSP. Therefore, utilities and service system impacts associated with Master Plan implementation have already been accounted for and analyzed within the DNSP EIR, and no new impacts will occur.

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**Appendix A:
DNSP EIR Mitigation Monitoring and Reporting Program**

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TABLE 6-1
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
B. Air Quality and Greenhouse Gases					
<p>Mitigation Measure 4.B-1: In order to be consistent with the MSM A-1 and MSM A-2 transportation control measures (TCMs) listed in Table 4.B-4, the City shall require that the following measures be included as potential Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, where feasible and appropriate:</p> <ul style="list-style-type: none"> • Install charging units for electric vehicles at residences and businesses. • Develop incentives for businesses to include preferential parking for electric and/or hybrid vehicles. (As required by the 2010 California Green Building Standards Code, Chapter 5, Section 5.106.5.2) 	<p>A project applicant, as appropriate for a proposed project, will hire a qualified consultant, approved by the City of Napa, to prepare a Transportation Demand Management Plan (to be implemented by the project applicant) that adheres to all specifications in this measure.</p> <p>The TDM will verify in writing that the plan adheres to all of BAAQMD's guidance which is applicable to the project.</p>	<p>City of Napa Public Works Traffic Engineer; Economic Development, Building Official</p>	<p>Review of TDM plan. Verify inclusion of TDM strategies in applicable construction plans and specifications.</p>	<p>During permit processing.</p>	<p><i>Ongoing</i></p>
<p>Mitigation Measure 4.B-2: The City shall ensure that all projects in the Planning Area incorporate the following measures to reduce or avoid exposure of sensitive receptors to TACs:</p> <p>For construction activities, measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Use new diesel engines that are designed to minimize DPM emissions (usually through the use of catalyzed particulate filters in the exhaust), or retrofitting older engines with catalyzed particulate filters which would reduce up to 85 percent of DPM emissions. <p>For operational activities, in order to comply with the <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> (ARB 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into residential building design. For projects to be developed under the Specific Plan that include residential receptors within 1,000 feet of a source of TACs (stationary or CNR railroad), the appropriate measures shall include one of the following methods (As required</p>	<p>Prior to approval of projects within the Planning Area, ensure that each project's specifications will incorporate measures to reduce or avoid exposure to TACs, as feasible.</p>	<p>City of Napa Community Development Department; planner assigned to project.</p> <p>Building Official; Field Inspector</p>	<p>Verify incorporation of specifications into construction plans and project design.</p>	<p>Prior to approval of demolition permit or grading permit.</p> <p>and</p> <p>During construction through to issuance of occupancy permit.</p>	<p><i>Ongoing</i></p>

¹ In this Mitigation Monitoring and Reporting Program table, every subsequent development project undertaken pursuant to the Specific Plan would be required to adhere to each mitigation measure.

**TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
B. Air Quality and Greenhouse Gases (continued)					
<p>by the 2010 California Green Building Standards Code, Chapter 5, Section 5.106.5.2):</p> <ol style="list-style-type: none"> 1. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the ARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents to TACs prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning Division for review and approval. The applicant shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required. 2. The project applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning Division and the Building Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing. <ol style="list-style-type: none"> a. Do not locate sensitive receptors near distribution center's entry and exit points. b. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility. c. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). d. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used. e. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. 					

TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
B. Air Quality and Greenhouse Gases (continued)					
<p>f. Maintain positive pressure within the building.</p> <p>g. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.</p> <p>h. Achieve a performance standard of at least 4 air exchanges per hour of recirculation</p> <p>i. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.</p> <p>j. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.</p>					
<p>Mitigation Measure 4.B-3: The City shall ensure that individual project applicants incorporate the following measures to reduce or avoid exposure of sensitive receptors to odors during development under the Specific Plan:</p> <ul style="list-style-type: none"> Consider the odor-producing potential of land uses when the exact type of facility that would occupy areas zoned for commercial or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors would be located with appropriate buffers from existing and proposed sensitive receptors. <p>Identify odor control devices within building permit applications to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy the Planning Area. The identified odor control devices would be installed before the issuance of certificates of occupancy for the potentially odor-producing use.</p>	<p>Prior to approval of individual projects within the Planning Area, ensure that each project's specifications comply with this measure.</p>	<p>City of Napa Community Development Department; planner assigned to the project, building official, and building plan checker</p>	<p>Verify incorporation of specifications into project design.</p>	<p>Prior to issuance of building permits and Prior to issuance of occupancy permits.</p>	<p><i>Ongoing</i></p>

**TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
B. Air Quality and Greenhouse Gases (continued)					
Mitigation Measure B-4: Implement Mitigation Measure 4.B-1 to ensure consistency with the BAAQMD TCMs to promote clean, fuel efficient and zero emission vehicles.	See Mitigation Measure 4.B-1.				
Mitigation Measure 4.B-5: The City shall ensure that applicant(s) for individual projects to be developed under the Specific Plan would incorporate Green Building and Development Measures as listed in Appendix C (AIR-2). Each increment of new development under the Specific Plan requiring a discretionary approval from the City (e.g., proposed tentative subdivision map, conditional use permit), would demonstrate that GHG emissions from operation would be reduced by 30 percent from business-as-usual 2020 emissions levels, in order to achieve 1990 levels by 2020.	Incorporate Green Building and Development Measures into project design and demonstrate GHG emissions from operations would adhere to reduction goals set by the City.	City of Napa Community Development Department, planner assigned to project and building plan checker	Ensure compliance of individual project applications with Green Building and Development Measures.	During permit processing.	<i>Ongoing</i>
Mitigation Measure B-6: Implement Mitigation Measure 4.B-5 to reduce GHGs.					
C. Biological Resources					
Mitigation Measure 4.C-1a: The City shall ensure that subsequent projects in the Planning Area incorporate the following measures to reduce or avoid impacts to fish species: <ul style="list-style-type: none"> Avoid, reduce, or compensate for indirect impacts to fish species; for example, removal of riparian vegetation would require compensatory shade plantings. Design creek and river crossings so as to maintain connectivity and allow for unimpeded flow of water, and if at all possible avoid building piers or footings within the channel. 	Incorporate all specifications of this measure into project design and development to reduce or avoid impacts to fish species.	City of Napa Community Development Department; planner assigned to the project.	Ensure incorporation of all specifications of these measures into project design and development.	Prior to construction permits.	<i>Ongoing</i>
Mitigation Measure 4.C-1b: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-	The project applicant will prepare construction plans that incorporate pre-construction surveys and buffer zones. If required, avoidance procedures will be implemented. The project applicant will hire a qualified biologist and the project applicant and its contractor(s) will engage the qualified biologist to conduct pre-construction surveys as described.	City of Napa Community Development Department; planner assigned to the project.	Approve a qualified biologist. Review pre-construction survey reports. If active nests are found, inspect construction site to confirm buffer zones.	No more than 14 days before start or restart of construction during the months of February to August.	<i>Ongoing</i>

TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
C. Biological Resources (cont.)					
<p>related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.</p> <p><i>If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied: no further mitigation is required.</i></p> <p><i>If active nests of special-status birds are found during the surveys: implement Mitigation Measure 4.C-1c.</i></p>					
<p>Mitigation Measure 4.C-1c: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:</p> <ol style="list-style-type: none"> Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity; Distance and amount of vegetation or other screening between the Plan area and the nest; and sensitivity of individual nesting species and behaviors of the nesting birds. 	Incorporate all specifications of this measure into project design and development to reduce or avoid impacts to active nests of special-status birds or other birds found during the surveys.	City of Napa Community Development Department; planner assigned to the project.	Ensure incorporation of all specifications of these measures into project design and development.	Prior to construction permits.	Ongoing
D. Cultural Resources					
<p>Mitigation Measure 4.D-1: The City shall require that any future development under the Specific Plan meets the intent and goals of the City of Napa Downtown Historic Design Guidelines. This includes any project that would alter historic resources or would be constructed adjacent to a historic resource.</p>	Ensure that each subsequent project in the Planning Area complies with the Downtown Historic Design Guidelines.	City of Napa Community Development Department; planner assigned to the project.	Ensure compliance of individual project applications with City of Napa Downtown Historic Design Guidelines.	Prior to project approval.	Ongoing

**TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
D. Cultural Resources (cont.)					
<p>Mitigation Measure 4.D-2a: When specific projects are proposed under the Specific Plan that involves ground-disturbing activity into native soils, the City's "Pastfinder" archaeological database shall be consulted. Recommendations provided by the "Pastfinder" database shall be implemented based on a parcel's archaeological sensitivity. In those cases where a site-specific cultural resources study is necessary, it shall be performed by qualified cultural resources professional. The study will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If significant resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant.</p>	<p>The project applicant will hire a qualified cultural resources professional to conduct an evaluation, and if necessary, will prepare a site-specific cultural resources study in accordance with the specifications of this measure.</p> <p>If necessary, treatment plans will be developed in consultation with the City and Native American representatives.</p>	<p>City of Napa Community Development Department; planner assigned to project.</p>	<p>Review and approval of the cultural resources professional's technical report(s).</p> <p>If significant resources are identified and cannot be avoided, review and approval of treatment plans in consultation with Native American representatives.</p>	<p>Prior to project approval.</p>	<p><i>Ongoing</i></p>
<p>Mitigation Measure 4.D-2b: Should any archaeological artifacts be found during construction in the Planning Area, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the site is determined to contain significant cultural resources, funding will be provided to identify, record, report, evaluate, and recover the resources as necessary. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated. Additionally, Public Resources Code § 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.</p>	<p>The project applicant will provide documentation to the City that project personnel were given training regarding the illegality of collecting Native American artifacts.</p> <p>If archaeological artifacts are found, project applicant and its contractor(s) will halt all construction activities within 50 feet and notify the City. Qualified archaeologist will inspect the findings within 24 hours of the discovery. Identify record, report, evaluate, and recover the resources as necessary. Upon full mitigation City will give approval for recommencement of construction within the area.</p>	<p>Community Development Department; planner assigned to project, building official, and building plan checker</p>	<p>Review and approve documentation that project personnel have been trained regarding the illegality of collecting Native American artifacts.</p> <p>Ensure construction within 50 feet of found archaeological artifacts halted; ensure notification of City has occurred; review and approve selection of qualified archaeologist; review and approve archaeologist's report of recovery. Upon full mitigation of historical or unique archaeological resource(s), give approval for recommencement of construction within the area.</p>	<p>Prior to demolition or grading permit (whichever occurs first); ongoing during demotion, grading, and construction.</p>	<p><i>Ongoing</i></p>

TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
D. Cultural Resources (cont.)					
<p>Mitigation Measure 4.D-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.</p>	<p>All construction forepersons, field supervisors, and construction workers shall receive training by a qualified professional paleontologist; the training shall conform to all specifications of this measure. Project sponsor will provide documentation of such trainings to the City.</p> <p>The paleontologist will develop and implement an excavation and salvage plan in accordance with the specifications of this measure.</p>	<p>City of Napa Community Development Department; planner assigned to project and building official.</p>	<p>Review and approve project sponsor's documentation of trainings of forepersons, field supervisors and all construction workers.</p> <p>Review and approve paleontologist's excavation and salvage plan.</p>	<p>Prior to demolition or grading permit (whichever occurs first); prior to the start of any subsurface excavations.</p>	<p>Ongoing</p>
<p>Mitigation Measure 4.D-4: The treatment of any human remains and associated or unassociated funerary objects discovered during soil-disturbing activities shall comply with applicable state laws. Such treatment would include immediate notification of the Napa County Coroner. In the event of the coroner's determination that the human remains are Native American, the coroner shall notify of the Native American Heritage Commission, which would appoint a Most Likely Descendant (MLD) (PRC § 5097.98). The archaeological consultant, the Event Authority, and MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects (CEQA Guidelines § 15064.5[d]). The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The PRC allows 48 hours to reach agreement on these matters. If the MLD and the other parties could not agree on the reburial method, the Event Authority shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."</p>	<p>Upon discovery of human remains and associated or unassociated funerary objects, the project applicant will immediately notify Napa County Coroner and City of Napa project planner. After such notification, the archaeological consultant, project applicant, Native Heritage Commission, and Most Likely Descendant (MID) will develop an agreement in accordance with the specifications of this measure and state law.</p> <p>If the MLD and the other parties could not, applicant will reinter the human remains in accordance with the specifications of this measure and state law.</p> <p>The project applicant will incorporate the specifications of this measure into project specifications and grading and construction plans.</p>	<p>City of Napa Community Development Department; planner assigned to project and field inspector.</p>	<p>Ensure prompt notification of Napa County Coroner; if remains are determined to be Native American, review Coroner's report to Native American Heritage Commission.</p> <p>Facilitate consultation between archaeological consultant, project applicant, Native Heritage Commission and Most Likely Descendant over the allowed 48 hours.</p> <p>If agreement is reached, review report(s) by archaeological consultant and project applicant of actions taken and final disposition of human remains and associated or unassociated funerary objects. Ensure that report(s) are provided to Most Likely</p>	<p>Ongoing during grading and construction of individual projects.</p>	<p>Ongoing</p>

TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
D. Cultural Resources (cont.)					
<p>Mitigation Measure 4.D-4 (cont.)</p>			<p>Descendant and his or her tribe, as well as to the local information center.</p> <p>If agreement is not reached, review and approve project applicant's reinterment plan and archaeological consultant's report(s) on reinterment. Forward report(s) to Most Likely Descendant and his or her tribe, as well as to the local information center.</p>		
I. Noise					
<p>Mitigation Measure 4.I-1a: Construction contractors for subsequent development projects within the Planning Area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Additional techniques shall include, but not be limited to the following noise control elements:</p> <ul style="list-style-type: none"> • Non-residential construction project activities (Monday through Friday) shall be limited to the hours of 7:00 a.m. to 7:00 p.m. with no start up of machines or equipment prior to 8 a.m. No delivery of materials nor equipment shall occur prior to 7:30 a.m. or after 5:00 p.m. No cleaning of machines or equipment shall occur after 6:00 p.m. No servicing of equipment shall occur past 6:45 p.m. Construction of weekends and holidays shall be limited to the hours of 8:00 a.m. to 4:00 p.m., unless a permit allows otherwise. <p>Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used;</p>	<p>The project applicant will incorporate the specifications of this measure into project specifications and grading and construction plans.</p>	<p>City of Napa Community Development Department; planner assigned to project, building official, and field inspector.</p>	<p>Review and approve project specifications and grading and construction plans for inclusion of specifications in this measure.</p> <p>Inspect site during construction to ensure compliance with project specifications and grading and construction plans.</p>	<p>Prior to issuance of building and grading permit(s).</p> <p>Field inspections during construction.</p>	<p><i>Ongoing</i></p>

TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
I. Noise (cont.)					
<p>this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;</p> <ul style="list-style-type: none"> All construction equipment shall not be placed adjacent to developed areas unless said equipment is provided with acoustical shielding. <p>Signs shall be posted at all construction site entrances to the property upon commencement of project construction, for the purposes of informing all contractors and subcontractors, their employees, agents, materialmen, and all other persons at the construction site, of the basic requirements of Mitigation Measures 4.1-a through 4.1-c.</p>					
<p>Mitigation Measure 4.1-1b: Should pile-driving be necessary for a proposed project, the project sponsor would require that the construction contractor limit pile driving activity to the least disturbing hours of the day. To further mitigate pile driving and/or other extreme noise-generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. No extreme noise-generating activities shall be allowed on weekends and holidays. Techniques included may include but not be limited to the following:</p> <ul style="list-style-type: none"> Erect temporary plywood noise barriers around the construction site, Implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; Use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and <p>Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p>	<p>The project applicant will incorporate the specifications of this measure into project specifications and grading and construction plans.</p>	<p>City of Napa Community Development Department; planner assigned to project, building official, and field inspector</p>	<p>Review and approve project specifications and grading and construction plans for inclusion of specifications in this measure.</p> <p>Inspect site during construction to ensure compliance with project specifications and grading and construction plans.</p>	<p>Prior to issuance of building and grading permit(s).</p> <p>Field inspections during construction.</p>	<p>Ongoing</p>

**TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
I. Noise (cont.)					
Mitigation Measure 4.I-1c: The City shall condition approval of projects in the Planning Area near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction practices to address the noise complaints.	Approval of permits for projects adjacent to sensitive receptors will be conditioned upon the City's ability to require changes in the construction practices to address justified noise complaints. Project applicants will post the City's noise complaint procedure in publicly accessible locations at each construction site.	Community Development Department; planner assigned to project and code enforcement officer.	Review all noise complaints received; assess whether noise complaints are justified; alert Project Sponsor of revised construction practices. Inspect site during construction to ensure compliance with revised construction practices.	At approval of project specifications, grading permits and building permits; ongoing during demolition, grading, construction.	<i>Ongoing</i>
Mitigation Measure 4.I-3: Groundborne vibration exposure to proposed Specific Plan residences within 200 feet of the mainline track shall be analyzed in a detailed vibration study by a qualified acoustical engineer to determine if vibration isolation shall be required in building design, such as supporting the new building foundations on elastomer pads similar to bridge bearing pads. The results of each study shall be submitted to the City prior to project approval.	Retain qualified acoustical engineer to determine if vibration isolation shall be required in building design; if so; incorporate such measures into project design. Ensure that each subsequent development projects undertaken pursuant to the Specific Plan that are subject to vibration exposure, adhere to vibration study recommendations, as feasible.	Community Development Department; planner assigned to project and field inspector.	Approve consultant selection and scope of work. Ensure project design incorporates qualified acoustical engineer's recommendations. Review and approve project plans, demolition plans, grading plans and constructions plans for adherence to the Specific Plan's design guidelines.	Prior to project approval. Inspect site during construction to ensure compliance with project specifications and grading and construction plans.	<i>Ongoing</i>
L. Transportation and Traffic					
Mitigation Measure 4.L-1a: The City shall continue to coordinate with Caltrans to install a traffic signal at the intersection of SR 29 Northbound Off-ramp / First Street or identify other acceptable alternatives to the signal. If the signal pursued, the City shall work closely with Caltrans to ensure that the signal timing is properly synchronized with the closely spaced intersection to the east at California Boulevard / First Street.	The City of Napa Public Works Department will contact Caltrans regarding the signal and work with Caltrans to address this issue.	City of Napa Public Works Department, project engineer; City of Napa community Development Department. Caltrans.	Approval of intersection improvements by City Public Works and Caltrans.	Prior to issuance of an encroachment permit.	<i>Ongoing</i>
Mitigation Measure 4.L-2b: The City shall continue to coordinate with Caltrans to install a traffic signal at the intersection of SR 29 Northbound Off-ramp / First Street or identify other acceptable alternatives to the signal. If the signal pursued, the City shall work closely with Caltrans to ensure that the signal timing is properly synchronized with the closely spaced intersection to the east at California Boulevard / First Street.	City of Napa Public Works Department will contact Caltrans about regarding the signal. Private developers will pay a Street Improvement Fee which contributes funds toward the First Street Over-Crossing project.	City of Napa Public Works Department, project engineer; City of Napa community Development Department. Caltrans.	Calculation and receipt of payment.	Prior to issuance of building permits.	<i>Ongoing</i>

TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
L. Transportation and Traffic (cont.)					
<p>Mitigation Measure 4.L-6: This mitigation measure should be applied to developments under the Specific Plan that would generate substantial multi-modal trips crossing at-grade railroad crossings that could substantially increase hazards between incompatible uses (i.e., motor vehicles and trains, or pedestrians and trains):</p> <p>Transportation Impact Studies (TIS) for At-grade Railroad Crossings – The TIS, otherwise required to be prepared for proposed developments under this project, in accordance with standard City policies and practices, must evaluate potential impacts to at-grade railroad crossings resulting from project-related traffic. The TIS should examine whether the proposed project would generate substantial multimodal trips crossing at-grade railroad crossings that could substantially increase hazards between incompatible uses (i.e., motor vehicles and trains, pedestrians and trains), which may include a Diagnostic Review for each railroad crossing.</p> <p>If required, the Diagnostic Review must be completed with all affected properties and Stakeholders, in coordination with the California Public Utilities Commission (CPUC). It will include: roadway and rail descriptions; collision history; traffic volumes for all modes; train volumes; vehicular speeds; train speeds; and existing rail and traffic controls. Based on the Diagnostic Review and the number of projected trips, the TIS will evaluate if the proposed project increases hazards at the crossing. For example, vehicle traffic generated by the proposed project may cause vehicle queuing at intersections resulting in traffic spilling back onto at-grade railroad crossings.</p> <p>Where the TIS identifies substantially hazardous crossing conditions caused by the proposed project, mitigations relative to the project’s contribution to the crossing as necessary shall be applied through project redesign and/or incorporation of improvements to reduce potential adverse impacts. Proposed improvements must be coordinated with CPUC and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings). These improvements may include:</p> <ul style="list-style-type: none"> • Installation of additional warning signage; 	<p>The project applicant will retain a qualified transportation engineer to prepare a <i>Transportation Impact Study (TIS) for At-grade Railroad Crossings</i> that adheres to all specifications of this measure.</p> <p>Where the TIS identifies substantially hazardous crossing conditions caused by the proposed project, the project applicant will incorporate mitigations (relative to the project’s contribution) to the crossing(s) as recommended by the TIS.</p>	<p>Community Development Department; planner assigned to project, in coordination with the Public Works Department; project engineer.</p>	<p>Review and approve selection of qualified transportation engineer.</p> <p>Prior to approval of project plans, ensure incorporation of mitigation to the affected crossing(s) as recommended by the TIS.</p>	<p>During permit processing.</p>	<p>Ongoing</p>

**TABLE 6-1 (Continued)
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures ¹	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
L. Transportation and Traffic (cont.)					
<ul style="list-style-type: none"> • Improvements to warning devices at existing rail crossings; • Installation or improvement to automobiles and/or pedestrian control gates; • Installation of concrete panels to provide a smooth crossing surface; • Reduction in the flangeway gap to improve pedestrian and bicyclist safety; • Installation of median separation to prevent vehicles from driving around railroad crossings; • Improvements to traffic signaling at intersections adjacent to crossings (e.g., signal preemption); • Prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains; • Where soundwalls, landscaping, buildings, etc. would be installed near crossings, maintain the visibility of warning devices and approaching trains; • Elimination of driveways near crossings; • Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way. <p>This mitigation measure would be applied by the City on a development project (case-by-case) basis, as appropriate. The incorporation of improvements identified in this mitigation measure could reduce the project's impact to the at-grade railroad crossing to a less-than-significant level.</p>					

**Appendix B:
Traffic Analysis**

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Final Report

TRAFFIC ANALYSIS FOR NAPA CINEDOME MASTER PLAN

DOWNTOWN SPECIFIC PLAN AREA NAPA, CA

October, 2018

Prepared for:
FirstCarbon Solutions

Prepared by:
Kimley-Horn and Associates, Inc.

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INTRODUCTION

The CineDome Master Plan identifies a proposed redevelopment plan at the Napa CineDome site, located in Downtown Napa, California. The Master Plan area lies within the Downtown Napa Specific Plan (DTSP) area. A comprehensive traffic study and Environmental Impact Report (EIR) were prepared for the DTSP¹ which assumed the redevelopment of the Master Plan area with residential, retail, restaurant, and office uses. The DTSP EIR analyzed the traffic impacts of the planned land uses contained in the DTSP. This study is intended to provide Master Plan-specific information to evaluate consistency of the Master Plan with the assumptions of the DTSP analysis.

The analysis finds that the draft CineDome Master Plan is consistent with the assumptions for the CineDome site evaluated in the DTSP EIR and thus that the DTSP and the EIR reflect conditions anticipated to occur with the implementation of the Master Plan. This document also addresses site-specific topics such as access, transit operations, and bicycle and pedestrian safety and circulation.

BACKGROUND

Downtown Specific Plan

The DTSP provides a blueprint for guiding future development and investment within Napa's historic downtown to support the community's vision for an attractive, vibrant and pedestrian-oriented city center. The plan outlines future land use, development standards and multi-modal circulation within the downtown area and provides an implementation action plan to achieve its key objectives. The DTSP EIR was approved in March 2012 and the plan was adopted in May 2012.

The DTSP area encompasses approximately 210 acres, and is bounded on the east by the eastern bank of the Napa River, on the south by Division and Third streets, and on the west by Jefferson Street. The northern boundary generally follows the edge of the residential neighborhoods along Polk and Caymus Streets west of Soscol Avenue, while the eastern boundary extends east to include the Oxbow Market and the former Copia area east of Soscol Avenue.

Proposed CineDome Master Plan

The proposed Master Plan covers two separate blocks in Downtown Napa and is comprised of eight parcels. The northern portion of the site (Site 1, "NSD Block") currently includes the decommissioned Napa Sanitation District pump station and the Napa Skate Park and playground. The Site 1 is bound by Yajome Street to the east, Clinton Street to the north, West Street to the west, and Pearl Street to the South.

The southern portion of the Master Plan area (Sites 2-4) is bound by Pearl Street to the north, Soscol Avenue to the east, the future Oxbow Commons Bypass and Napa Creek to the south, and the buildings that front Main Street to the west. Site 2 ("Preferred Public Parking Site") is owned

¹ City of Napa Downtown Specific Plan, MIG Inc, et. al., Adopted May 2012 and City of Napa Downtown Specific Plan Final Environmental Impact Report, Environmental Science Associates, March 2012.

by the City of Napa and is currently used as a temporary public parking lot with 65 spaces. Site 3 (“Cinedome Parcel”) is the former location of the Cinedome theater building and is currently used as a temporary surface public parking lot. Site 4 (“South of Pearl Aggregated Parcels”) consists of five City of Napa owned parcels including the former Parks and Recreation building and is currently part of a larger temporary surface parking lot. The Master Plan area boundaries are the same as the CineDome Focus Area as identified in the DTSP.

The four sites within the Cinedome Master Plan total approximately 5.4 acres. If each site were developed to the full potential outlined in the plan, the area could see the addition of up to:

- 22,000 square feet of new retail and restaurant space
- 45 new housing units
- 65,000 square feet of office space (or additional 60 housing units)
- 500 new off-street parking spaces (350 spaces in a new parking structure)

However, taking into environmental considerations and limitations, the land use mix projected and assumed as the project for the purpose of the environmental analyses is as follows:

- 19,200 square feet of new retail and restaurant space
- 105 new housing units
- 500 new off-street parking spaces (350 spaces in a new parking structure)

The Master Plan area boundaries coincide with the CineDome Focus Area as defined in the DTSP. **Figure 1** shows the DTSP area, CineDome Focus Area, and the proposed Master Plan location.

Two alternatives are proposed in the Master Plan. The projected land use mix are the same for both alternatives, just the locations and access points differ. displays the proposed land uses for each site under the two alternatives.

A major component of the Master Plan is the construction of a new public parking structure. Under the preferred alternative (Alternative 1), a mechanized public parking structure would be built on site 2. Under Alternative 2, sites 2-4 would be combined and developed simultaneously and a parking structure would be built on the eastern portion of the aggregated site, proximate to Soscal Avenue. **Figure 2** shows the CineDome Master Plan conceptual site plan under Alternative 1 and **Figure 3** shows the conceptual site plan under Alternative 2.

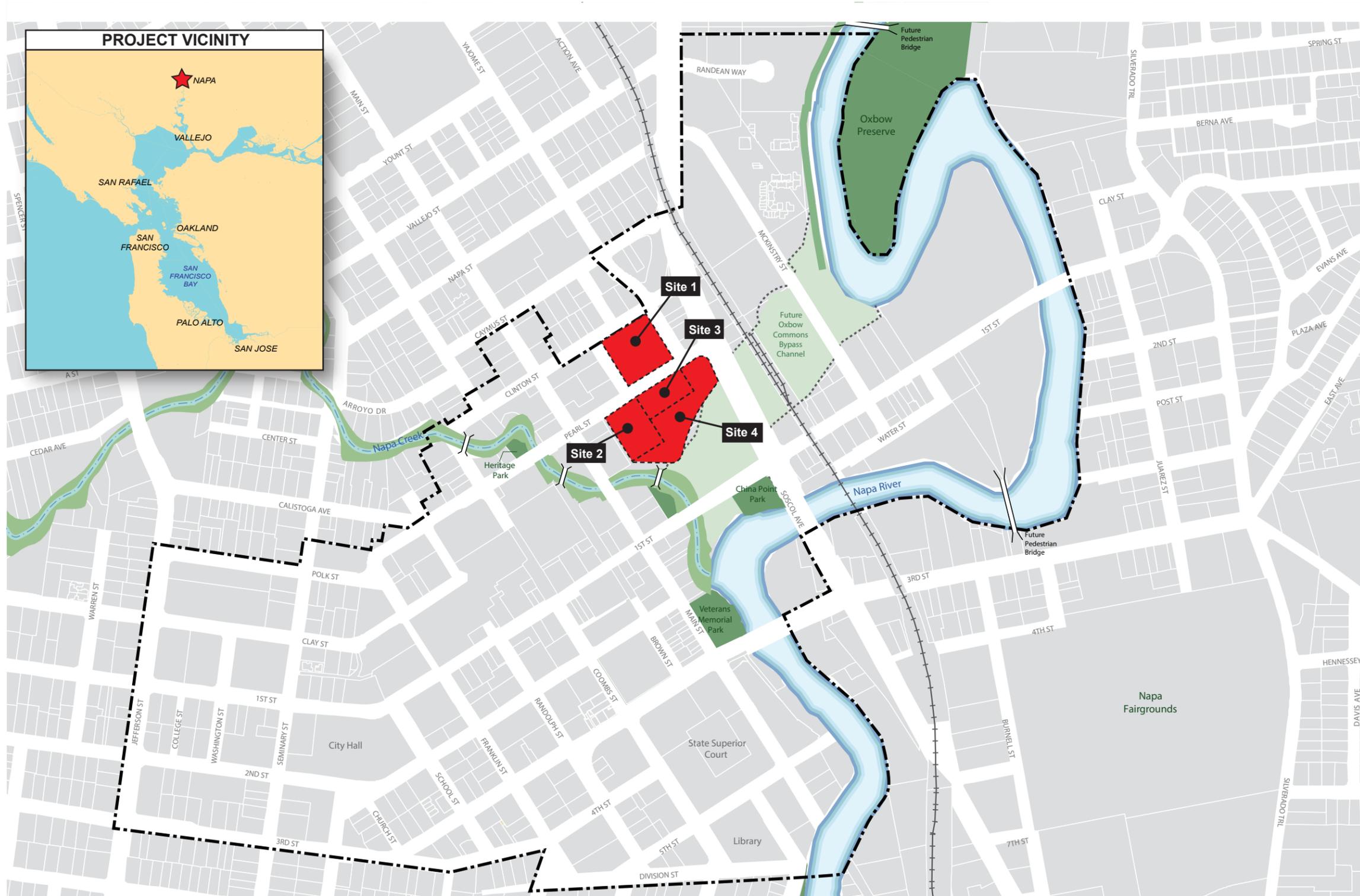
Vehicular access to the site will be modified from the current configuration. Access to the private parking spaces within Site 1 will be provided on West Street and Yajome Street. Under Alternative 1, access to Sites 2-4 will be provided on Pearl Street via a drive aisle that circumnavigates Site 3. Access to the underground parking within Site 3 will be provided on Pearl Street. Under Alternative 2, access to Sites 2-4 will be provided on Pearl Street via a drive aisle between the parking garage and the mixed-use building.

Table 1: Proposed Master Plan Alternatives

Site/ Block	Proposed Land Uses	
	Alternative 1	Alternative 2
Site 1 (NSD Block)	Mixed Density Residential	Mixed Density Residential
Site 2 (Preferred Public Parking Site)	Public Parking Structure & Public Paseo	Public Parking Structure, Mixed-Use Building (Residential/Office over Retail), Public Plaza with Café Building
Site 3 (Cinedome Parcel)	Mixed-use Residential/Office	
Site 4 (South of Pearl Aggregated Parcels)	Public Plaza with Café Building, Mixed-Use Building (Residential/Office over Retail), & Service Retail Building	

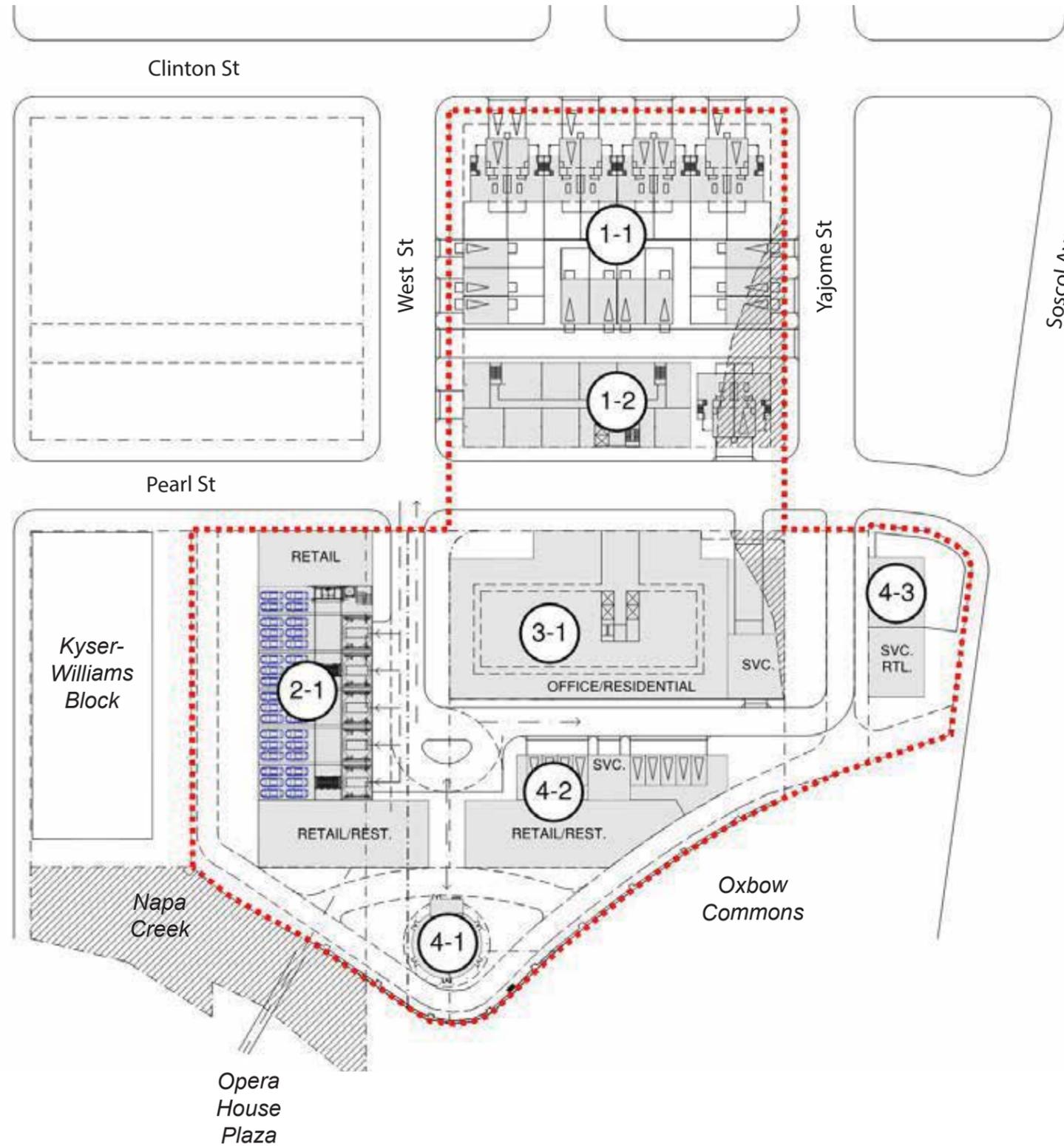
This study provides an evaluation of the trip generation characteristics for the proposed Master Plan and a finding of consistency with the DTSP EIR. The analysis includes a qualitative assessment of potential changes to existing and future traffic operations with the traffic generated under the Master Plan, which is within the traffic expected and analyzed in the DTSP EIR.

Downtown Napa CineDome Project



Source of Basemap: Napa Downtown Specific Plan , City of Napa (Adopted May 2012)

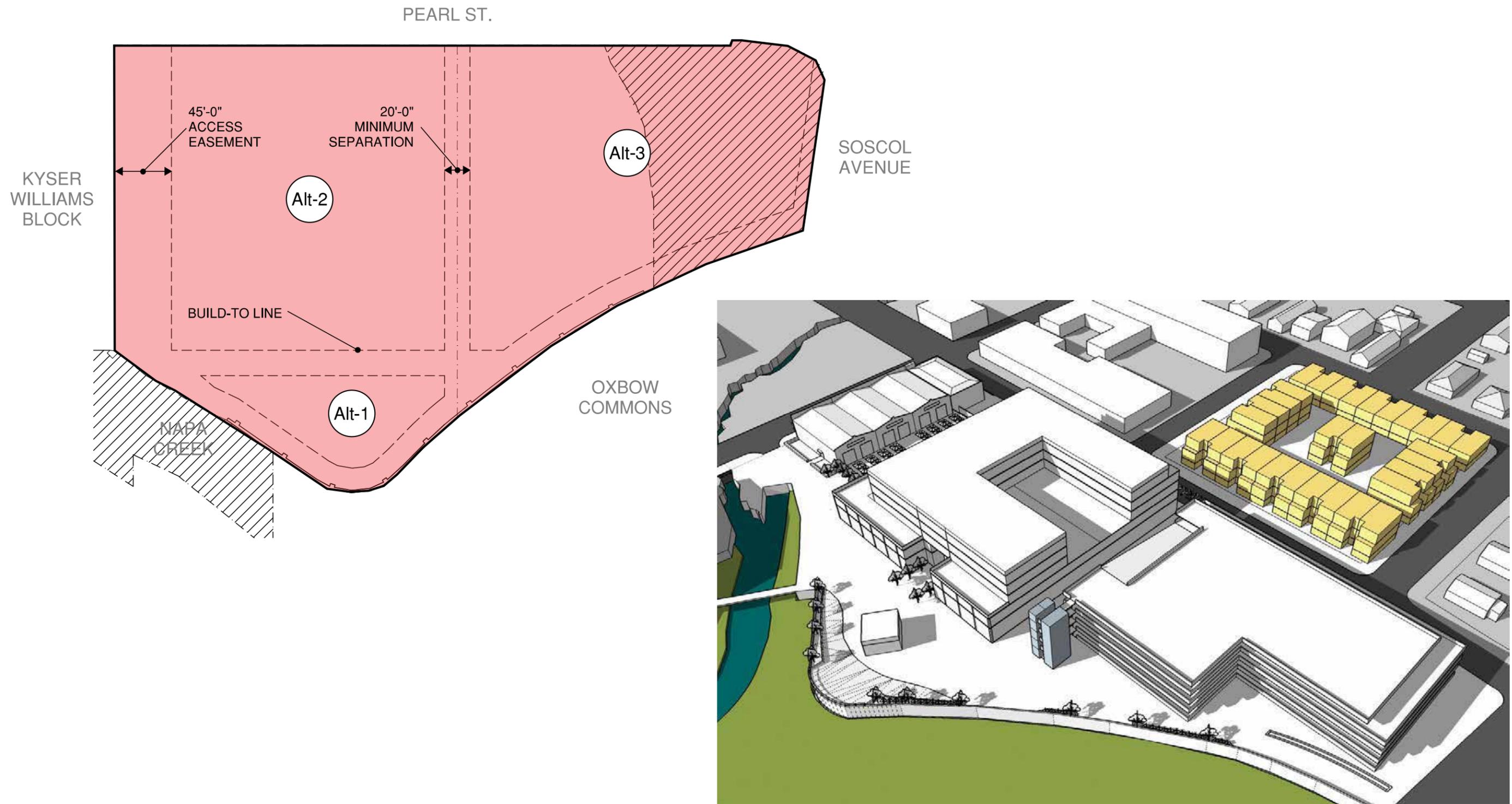
Downtown Napa CineDome Project



Source: CineDome Master Plan, City of Napa, October 5 2018 DRAFT



NOT TO SCALE



Source: CineDome Master Plan, City of Napa, October 5 2018 DRAFT



NOT TO SCALE

MASTER PLAN TRIP GENERATION

The Institute of Transportation Engineer's (ITE) *Trip Generation Manual 8th Edition*², was used to estimate daily and peak-hour trip generation for the proposed Master Plan and for the development potential assumed at that site in the DTSP EIR. The *Trip Generation Manual* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments and was the source used for trip generation estimates in the DTSP EIR. Although there is a more recent version of this manual (*Trip Generation Manual 10th Edition*), the 8th Edition of the manual was used to provide a consistent methodology for the comparison of generated trips with the DTSP EIR assumptions.

The land use estimates used in the DTSP EIR traffic study identified the potential development within its boundaries in both a comprehensive and site-specific manner. The DTSP provides a thorough consideration of environmental effects and alternatives for changes to the downtown area, focusing on long term cumulative impacts as the area redevelops. The DTSP EIR made assumptions as to possible development on specific parcels to support the comprehensive evaluation of vehicle trip generation for the overall DTSP. Land uses on individual lots may vary slightly since the DTSP covers a comprehensive area, but each redevelopment should strive to generate similar daily and peak-hour trip totals as contained in the DTSP to maintain the validity of the DTSP environmental analysis.

The build out land use plan considered in the DTSP EIR traffic analysis varies moderately from the specific land uses contained in the proposed Master Plan. The proposed Master Plan has more residential intensity than was assumed in the DTSP, but has no office development, whereas the DTSP had office development and more retail and restaurant development assumed than the proposed Master Plan.

The trip generation estimates for the proposed Master Plan and the DTSP EIR analysis are shown in **Table 2** and **Table 3**, respectively. A comparison of the proposed Master Plan's trip generation estimate and the assumptions made in the DTSP EIR traffic analysis for the Master Plan area is provided in **Table 4**. As shown in the comparison, the proposed land uses would result in a decrease in total morning and afternoon peak hour trips, as well as total daily trips. Relative to the DTSP EIR, the proposed Master Plan does result in a small increase in the number of outbound morning peak hour trips and inbound afternoon peak hour trips; this is due to the Master Plan having a greater quantity of residential units than was assumed in the DTSP EIR. Since these additional trips are going counter to the peak direction of travel, they would not add to peak period congestion. Furthermore, the decrease in overall peak hours trips is greater than the increase in these reverse commute trips; as a result, the Master Plan is not anticipated to result in any additional traffic impacts in either peak hour. The Master Plan results in a decrease in generated trips at the daily level. The conclusion from this trip generation analysis is that the Master Plan is anticipated to generate fewer peak period trips to what was assumed in the DTSP EIR traffic study and will not result in any additional traffic impacts beyond those identified in the DTSP EIR. As noted previously, both alternatives would have the same trip generation estimate.

² *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2012.

Table 2: Proposed Master Plan Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
Residential	220	105	DU	698	11	43	54	42	23	65
Retail	820	3.2	KSF	137	2	1	3	6	6	12
High-Turnover (Sitdown) Restaurant	932	6.0	KSF	763	36	33	69	40	27	67
Quality Restaurant	931	10.0	KSF	900	7	1	8	50	25	75
Net Trip Generation				2,498	56	78	134	138	81	219

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 8th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions

Table 3: DTSP EIR Master Plan Area Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
Residential	220	32	DU	213	3	13	16	13	7	20
Retail	820	29.49	KSF	1,266	18	11	29	54	56	110
Quality Restaurant	931	4.0	KSF	360	2	1	3	20	10	30
High-Turnover (Sitdown) Restaurant	932	3.0	KSF	381	18	17	35	19	14	33
Office	710	54.73	KSF	603	75	10	85	14	68	82
Net Trip Generation				2,823	116	52	168	120	155	275

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 8th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions

Table 4: Trip Generation Comparison between Master Plan and DTSP EIR

Land Use Document	Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out	Total
Proposed Master Plan Trip Generation	2,498	56	78	134	138	81	219
CineDome Site Assumptions in Napa DTSP Land Use Program	2,823	116	52	168	120	155	275
Net Difference (Master Plan Trip Generation - DTSP Trip Generation)	-325	-60	+26	-34	+18	-74	-56

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 8th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions

Trip Reductions

With the mixed-use, pedestrian-oriented district envisioned in the DTSP, there is the potential for interaction among uses within the district. These types of trips are considered internal to the area and would be made by foot or bicycle between uses in close proximity to each other. In addition, developments constructed within viable walking distance to transit and within areas with well-connected and attractive pedestrian and bicycle networks create a greater propensity for walk and bike travel and typically have lower vehicular trip generation than developments with poor multi-modal connectivity. The DTSP EIR traffic analysis included trip generation reductions for internal trips based on ITE's 'Multi-Use Internalization Methodology' published in the *Trip Generation Handbook, 2nd Edition*³, as well as for non-auto mode use (transit, walk, bike) based on published travel survey data. The Master Plan includes residential and retail uses that would provide interaction between each other and the supporting land uses in downtown. Further, these uses are compatible with transit. Similar trip reductions would be applicable for the Master Plan as was assumed in the DTSP.

A detailed summary of the land use assumptions and trip generation calculations is included in the **Appendix**.

MASTER PLAN TRIP DISTRIBUTION

Planned Circulation System Changes/Improvements

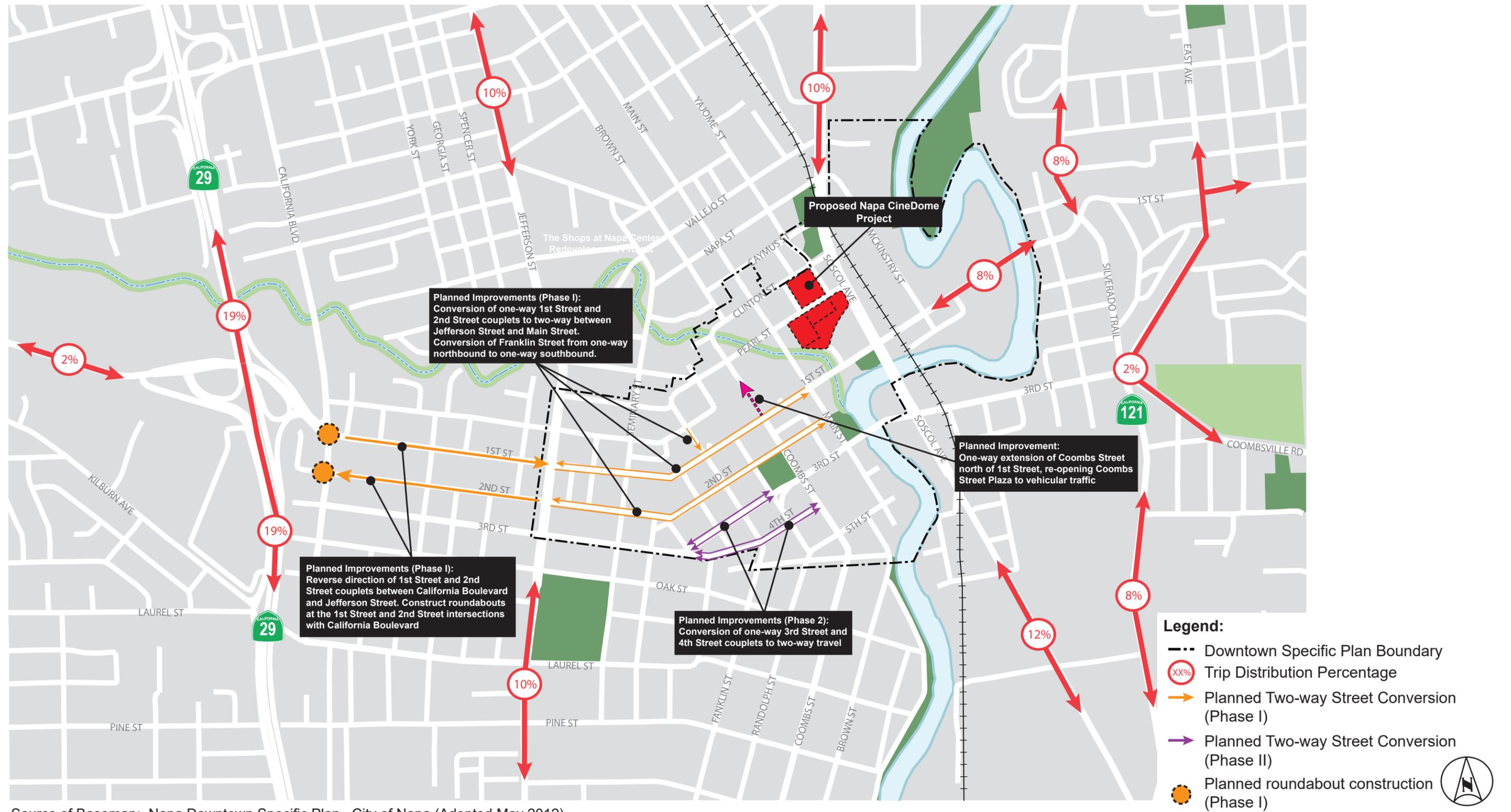
The DTSP identified several street improvement recommendations that would change traffic patterns in the downtown area. Most notable to the proposed Master Plan is the conversion of several streets from one-way to two-way. First, Second, Third, and Fourth Streets have all been modified from one-way to two-way streets as proposed in the DTSP. Intersection improvements to install roundabouts at the First and Second Street intersections with California Boulevard would improve traffic flow at these locations, facilitating traffic between State Route 29 and the downtown area.

Master Plan Trip Distribution

Since the proposed Master Plan is consistent with the land use assumptions made in the DTSP EIR, the proposed Master Plan trip distribution would be similar to the trip distribution assumptions made in the DTSP EIR. The DTSP EIR accounted for existing traffic patterns, the identified changes in the orientation of the street network and future traffic volumes estimates, and the general location of key trip generators and attractors in the area in determining trip distribution assumptions. Master Plan trip distribution is shown in **Figure 4**.

³*Trip Generation Handbook, 2nd Edition*, Institute of Transportation Engineers, June 2004.

Downtown Napa CineDome Project



TRAFFIC OPERATIONS ASSESSMENT

Intersection Level of Service Evaluation

The proposed Master Plan would result in a similar or lesser quantity of trips to what was assumed in the DTSP EIR. Based on this finding, the proposed Master Plan would result in overall long-term intersection levels of service that are consistent with or better than the approved DTSP. Pursuant to this, the DTSP EIR fully analyzed the traffic impacts of this Master Plan. In Accordance with State law, specifically California Code of Regulations Section 15162 and CEQA Guidelines Section 15168(c), no further environmental analysis is required.

SITE ACCESS AND CIRCULATION EVALUATION

Vehicle Site Access

For townhomes on the NSD block in both phases, each townhome would have dedicated parking in a garage, with some units providing tandem parking on private driveways. Access to townhome ground-floor garage parking for units facing the street will be provided via driveways on West Street, Clinton Street, and Yajome Street. No access from Pearl Street would be allowed as the Pearl Street frontage shall be required to have a pedestrian-oriented configuration. Vehicle access to townhomes facing in the interior of the block will be provided an alleyway between West Street and Yajome Street, in rough alignment with the mid-block alleyway passing from Main Street to West Street. Parking for interior units shall be configured so that it does not inhibit internal circulation or result in difficult parking maneuvers.

Under Alternative 1, vehicular access to Sites 2-4 shall be provided via driveways on Pearl Street, and a drive aisle that circumnavigates Site 3. Under Alternative 2, vehicular access to Sites 2-4 shall be provided via driveways on Pearl Street and a drive aisle between the parking garage and the mixed-use building. Any driveways shall be configured so that they meet or exceed minimum pedestrian and vehicular sight distance requirements.

Parking spaces within the parking structure and surface parking lots shall be laid out so that they do not inhibit internal circulation or result in difficult parking maneuvers.

Overall, with the proper configuration of parking spaces and access driveways, the site integrates well with the adjacent street system and would provide adequate access and internal circulation for this development.

Pedestrian, Bicycle, and Transit Assessment

Pedestrian access to the sites are provided via sidewalks, which are provided on all primary access streets within proximity to the proposed Master Plan. Crosswalks are present on three of the four legs at the two nearest intersections to the Master Plan: Pearl Street/West Street and Pearl Street/Yajome Street. This provides a clear path for pedestrians to walk between the Master Plan area and other high activity destinations, which are located to the south and east of the Master Plan area. The proposed Master Plan would provide internal pedestrian circulation via walkways and pedestrian plazas; this internal circulation would provide access to the existing pedestrian bridge

crossing Napa Creek and connecting to Opera House Plaza. Sidewalks and curb ramps must be provided along the site frontage per City standards. Pedestrian access would be maintained and the pedestrian environment would be improved with the development under the Master Plan.

At minimum, the proposed Master Plan calls for Class II (short-term) bicycle parking facilities in public plaza spaces. City requirements for bicycle parking for non-residential uses are based on the required number of on-site vehicle parking spaces. A minimum of two bicycle parking spaces are required for non-residential developments, with an additional parking space required for every 10 vehicular spaces above 20 spaces.

At the south end of West Street is an access point to the existing network of multi-use paths which provide access to Opera House Plaza, China Point Park, Oxbow Commons, and the Napa River. These facilities would be maintained with the proposed Master Plan, and access to them would be improved with the additional pedestrian circulation required under the Master Plan.

The nearest transit stop is located at 3rd Street & Brown Street and is a 0.3-mile walk from the site. This stop is served by Vine Transit local routes 1, 2, 3, and 8. Additionally, the Master Plan area is approximately one-half mile away from Soscol Gateway Transit Center, which is served by Vine Transit local routes 1-5, 8, 10, and 11, and express routes 21, 25, 29. The sidewalks and crosswalks provided in the vicinity provide a clear path for pedestrians to access these transit stops. There are no existing bus stops that would be affected by development under the Master Plan. Based on the proximity to transit stops and routes, it is anticipated that a small number of the site users would utilize the transit system. The Master Plan would not interfere with any existing or planned transit facilities or systems and the additional bus ridership demand generated is not anticipated to exceed the available supply of the existing or future transit system.

NEW PUBLIC PARKING STRUCTURE

As stated previously, a major component of the Master Plan is the construction of a new public parking structure. Based on the Parking Analysis completed in the DTSP EIR, it was determined that in order to accommodate the future peak parking demand and achieve practical capacity (85 percent occupancy) within the Planning Area, it is recommended to provide an additional 300 to 400 parking spaces within the Planning Area west of Soscol Avenue. The general vicinity of Site 1 (NSD Block) is optimally located to serve the parking needs of the areas where future parking demand is highest, and could serve initially as a surface lot or long-term structure.

Intersection LOS analysis was completed at the DTSP EIR study intersections to determine the approximate total number of parking spaces that could be built in the public parking structure before any impacts are triggered at the intersections. Vehicle trips generated by the new public parking structure were assigned to the street network based on the DTSP EIR Project Trip Distribution and added to the DTSP EIR Cumulative (2030) Plus Project Peak Hour Intersection Volumes to determine intersection analysis results. The number of parking spaces were modified to evaluate different potential scenarios in an iterative evaluation process. Details on the vehicle trips generated by the new public parking structure and estimated intersection LOS results are included in **Appendix B**.

Based on the analyses performed, it is estimated that a total of approximately 570 public parking spaces can be built within the Master Plan site before the adjacent intersection of Main Street and Pearl Street (Intersection 2) will operate at a LOS E during the PM peak period and will be considered a significant impact, requiring mitigation under Cumulative (2030) Plus Project Conditions, per the City of Napa Traffic Impact Analysis Guidelines significance criteria.

FINDINGS

The proposed Master Plan includes a mixed-use residential, restaurant, office, and retail development at the Napa CineDome site. The findings of this traffic evaluation include:

- The vehicle trips anticipated to be generated by Master Plan land uses are consistent with DTSP EIR assumptions and no further traffic analysis is required;
- Other land use combinations that generate lower trip volumes would be acceptable for purposes of traffic consistency.
- The proposed Master Plan access conforms to design guidelines set forth in the DTSP, improves the pedestrian environment, adds new bicycle parking facilities, and does not impact or preclude any current or planned bicycle or transit facility.
- Approximately 570 public parking spaces can be built in the new public parking structure before the adjacent intersection of Main Street and Pearl Street (Intersection 2) is expected to be considered a significant impact.

APPENDIX

A. Land Use and Trip Generation Details

Downtown Napa Specific Plan

ITE Trip Generation Rates

<u>Trip Generation Rate Details:</u>			
<u>Apartments (8th Edition)</u>			
Daily (ITE 220)	T = 6.65 x (number of DU's)	50% In	50% Out
AM Peak Hour (ITE 220)	T = 0.51 x (number of DU's)	20% In	80% Out
PM Peak Hour (ITE 220)	T = 0.62 x (number of DU's)	65% In	35% Out
<u>Shopping Center (ITE 8th Edition)</u>			
Daily (ITE 820)	T = 42.94 x (1000's of SF)	50% In	50% Out
AM Peak Hour (ITE 820)	T = 1.00 x (1000's of SF)	61% In	39% Out
PM Peak Hour (ITE 820)	T = 3.73 x (1000's of SF)	49% In	51% Out
<u>Quality Restaurant (ITE 8th Edition)</u>			
Daily (ITE 931)	T = 89.95 x (1000's of SF)	50% In	50% Out
AM Peak Hour (ITE 931)	T = 0.81 x (1000's of SF)	82% In	18% Out
PM Peak Hour (ITE 931)	T = 7.49 x (1000's of SF)	67% In	33% Out
<u>High-Turnover (Sit-Down) Restaurant (ITE 8th Edition)</u>			
Daily (ITE 932)	T = 127.15 x (1000's of SF)	50% In	50% Out
AM Peak Hour (ITE 932)	T = 11.52 x (1000's of SF)	52% In	48% Out
PM Peak Hour (ITE 932)	T = 11.15 x (1000's of SF)	59% In	41% Out
<u>General Office (ITE 8th Edition)</u>			
Daily (ITE 710)	T = 11.01 x (1000's of SF)	50% In	50% Out
AM Peak Hour (ITE 710)	T = 1.55 x (1000's of SF)	88% In	12% Out
PM Peak Hour (ITE 710)	T = 1.49 x (1000's of SF)	17% In	83% Out
<u>Hotel (ITE 8th Edition)</u>			
Daily (ITE 310)	T = 8.17 x (rooms)	50% In	50% Out
AM Peak Hour (ITE 310)	T = 0.56 x (rooms)	61% In	39% Out
PM Peak Hour (ITE 310)	T = 0.59 x (rooms)	53% In	47% Out

B. New Public Parking Structure Analysis Details

ATTACHMENT 2

ULI Shared Parking

Base Parking Demand Ratio for DTSP EIR Trip Gen for West of Soscol

Weekdays

Weekends

LU	Land Use	Size	Unit	<u>Weekdays</u>		<u>Weekends</u>					
				Customer/ Guest	Employee/Resident	Customer/ Guest	Employee/Resident				
1	Residential, Owned	15	dwelling units	0.15	3	1.7	26	0.15	3	1.7	26
2	Community Shopping Center	343,684	square feet	2.9	997	0.7	241	3.2	1100	0.8	275
3	Fine/Casual Dining	62,000	square feet	15.25	946	2.75	171	17	1054	3	186
4	Office	94,341	square feet	0.25	24	3.15	298	0.03	3	0.32	31
					1970		736		2160		518

ATTACHMENT 2

ULI Shared Parking

Differences in Activity Patterns

Weekday Time-of-Day Variation in Parking Demand for DTSP EIR Trip Gen for West of Soscol Avenue¹

Parcel	Land Use		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Residential, Owned	Guest	0.00	0.10	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.40	0.60	1.00	1.00	1.00	1.00	0.80	0.50
		Resident	1.00	0.90	0.85	0.80	0.75	0.70	0.65	0.70	0.70	0.70	0.75	0.85	0.90	0.97	0.98	0.99	1.00	1.00	1.00
2	Community Shopping Center	Customer	0.01	0.05	0.15	0.35	0.65	0.85	0.95	1.00	0.95	0.90	0.90	0.95	0.95	0.95	0.80	0.50	0.30	0.10	0.00
		Employee	0.10	0.15	0.40	0.75	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.90	0.75	0.40	0.15	0.00
3	Fine/Casual Dining	Customer	0.00	0.00	0.00	0.00	0.15	0.40	0.75	0.75	0.65	0.40	0.50	0.75	0.95	1.00	1.00	1.00	0.95	0.75	0.25
		Employee	0.00	0.20	0.50	0.75	0.90	0.90	0.90	0.90	0.90	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85
4	Office	Visitor	0.00	0.01	0.20	0.60	1.00	0.45	0.15	0.45	1.00	0.45	0.15	0.10	0.50	0.20	0.10	0.00	0.00	0.00	0.00
		Employee	0.03	0.30	0.75	0.95	1.00	1.00	0.90	0.90	1.00	1.00	0.90	0.50	0.25	0.10	0.07	0.03	0.01	0.00	0.00
			1.14	1.71	3.05	4.40	5.50	5.45	5.50	5.90	6.40	5.40	5.15	5.50	6.10	6.17	5.85	5.27	4.66	3.65	2.10

(1) Base rates based on ULI Shared Parking Second Edition Table 2-5, page 16

ATTACHMENT 2

ULI Shared Parking

Differences in Activity Patterns

Weekday Time-of-Day Variation in Parking Demand for DTSP EIR Trip Gen for West of Soscol Avenue¹

Parcel	Land Use	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	
1	Residential, Owned	Guest	0.00	0.30	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	1.20	1.80	3.00	3.00	3.00	3.00	2.40	1.50	
		Resident	26.00	23.40	22.10	20.80	19.50	18.20	16.90	18.20	18.20	18.20	19.50	22.10	23.40	25.22	25.48	25.74	26.00	26.00	26.00
2	Community Shopping Center	Customer	9.97	49.85	149.55	348.95	648.05	847.45	947.15	997.00	947.15	897.30	897.30	947.15	947.15	947.15	797.60	498.50	299.10	99.70	0.00
		Employee	24.10	36.15	96.40	180.75	204.85	228.95	241.00	241.00	241.00	241.00	241.00	228.95	228.95	228.95	216.90	180.75	96.40	36.15	0.00
3	Fine/Casual Dining	Customer	0.00	0.00	0.00	0.00	141.90	378.40	709.50	709.50	614.90	378.40	473.00	709.50	898.70	946.00	946.00	946.00	898.70	709.50	236.50
		Employee	0.00	34.20	85.50	128.25	153.90	153.90	153.90	153.90	153.90	128.25	128.25	171.00	171.00	171.00	171.00	171.00	171.00	145.35	59.85
4	Office	Visitor	0.00	0.24	4.80	14.40	24.00	10.80	3.60	10.80	24.00	10.80	3.60	2.40	12.00	4.80	2.40	0.00	0.00	0.00	0.00
		Employee	8.94	89.40	223.50	283.10	298.00	298.00	268.20	268.20	298.00	298.00	268.20	149.00	74.50	29.80	20.86	8.94	2.98	0.00	0.00
			69	234	582	977	1,491	1,936	2,341	2,399	2,298	1,973	2,031	2,231	2,358	2,356	2,183	1,834	1,497	1,019	324
				0.25									0.95								

AM/PM percentage based on total parking spaces

(1) Base rates based on ULI Shared Parking Second Edition Table 2-5, page 16

Downtown Napa Specific Plan

NET NEW TRIPS							
Trip Gen	Net New Trips (Future Development - Existing Uses Removed)						
	Daily	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
West of Soscol Avenue	6,204	431	221	652	291	455	747
East of Soscol Avenue (Oxbow)	3,517	289	103	391	122	243	365
Total Net External Trip Generation	9,721	720	324	1,043	413	698	1,112

	66%	34%	39%	61%
<i>Inbound/Outbound percentage</i>	100%	51%	64%	100%

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 8th Edition*.
- (2) Calculations for internal capture are based on ITE *Trip Generation Handbook, 2nd Edition*. For the purposes of this exercise, the areas west of Soscol Ave and east of Soscol Ave were treated as two separate subareas based on the natural barrier effect of Soscol Avenue.
- (3) Source of Transit/Walk/Bike Mode Split Data for Downtown Napa: 2000 MTC Bay Area Travel Survey (BATS).
- (4) For the purposes of this exercise, no pass-by reductions were assumed for the trip generation estimate.

ATTACHMENT 2

New Public Parking Structure Trip Gen									
	Total Parking Spaces	AM Peak				PM Peak			
		In		Out		In		Out	
<i>Minimum</i>	350	25%	86	13%	44	61%	212	95%	331
<i>Above Grade Parking</i>	420		104		53		254		398
<i>Below Grade Parking</i>	525		130		67		318		497
Test	570	141		72		345		539	

ATTACHMENT 2

Intersection		Traffic Control	LOS Threshold	Peak Hour	Cumulative with 570 Public Parking Spaces	
					Delay (a)	LOS (b)
1	Jefferson Street at First Street	Signal	E	AM	16.3	B
				PM	33.4	C
2	Main Street at Pearl Street	Signal	D	AM	9.2	A
				PM	54.7	D
3	Soscol Avenue at Pearl Street	Signal	D	AM	19.0	B
				PM	44.8	D
4	Jefferson Street at Clay Street	Signal	D	AM	27.9	C
				PM	32.3	C
5	Jefferson Street at Second Street	Signal	E	AM	29.5	C
				PM	49.2	D
6	Coombs Street at Third Street	Signal	E	AM	8.5	A
				PM	11.4	B
7	Main Street at First Street	Signal	E	AM	6.9	A
				PM	26.3	C
8	Main Street at Third Street	Signal	E	AM	11.4	B
				PM	21.7	C
9	Soscol Avenue at First Street	Signal	E	AM	13.4	B
				PM	48.4	D
10	Soscol Avenue at Third Street	Signal	E	AM	37.3	D
				PM	64.2	E
11	Silverado Trail at First Street	Signal	E	AM	23.6	D
				PM	45.6	D
12	Silverado Trail at Third Street	Roundabout	E	AM	35.4/11.4	E/B
				PM	34.0/25.1	D/D
13	SR-29 SB Ramps at First Street	Signal	E	AM	49.2	D
				PM	24.3	C
14	SR-29 NB Off-Ramp at First Street	Roundabout	E	AM	8.1	A
				PM	12.8	B
15	California Boulevard at First Street	Roundabout	E	AM	23.7	C
				PM	49.6	E

Notes: Signal = Traffic Signal; SSSC = Side Street Stop Control; AWSC = All Way Stop Control

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 6th Edition Highway Capacity Manual and performed using Synchro 10.

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**Appendix C:
Air Quality/Greenhouse Gas Supporting Information**

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Napa Cinedome New - Napa County, Annual

Napa Cinedome New
Napa County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	105.00	Dwelling Unit	6.56	105,000.00	300
Regional Shopping Center	3.20	1000sqft	0.07	3,200.00	0
Quality Restaurant	10.00	1000sqft	0.23	10,000.00	0
High Turnover (Sit Down Restaurant)	6.00	1000sqft	0.14	6,000.00	0
Parking Lot	150.00	Space	1.35	60,000.00	0
Enclosed Parking with Elevator	350.00	Space	3.15	140,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	429.47	CH4 Intensity (lb/MWhr)	0.022	N2O Intensity (lb/MWhr)	0.005

1.3 User Entered Comments & Non-Default Data

Napa Cinedome New - Napa County, Annual

Project Characteristics - based on Renewable Portofolio Standard

Land Use - based on new traffic study

Grading - .

Demolition - Existing abandoned pump station: 3204 sf, existing municipal building: 2515 sf
existing surface parking: 120 spaces (south) and 50 spaces (north)

Vehicle Trips - daily trip gens revised based on new traffic study

Woodstoves - no woodstoves

Energy Use -

Construction Off-road Equipment Mitigation - apply fugitive dust constrol MM

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	17.85	0.00
tblGrading	AcresOfGrading	75.00	11.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	429.47
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	127.15	127.17
tblVehicleTrips	WD_TR	89.95	90.00
tblVehicleTrips	WD_TR	42.70	42.81
tblWoodstoves	NumberCatalytic	2.10	0.00
tblWoodstoves	NumberNoncatalytic	2.10	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

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2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.2884	2.8243	1.9058	3.8900e-003	0.3335	0.1334	0.4669	0.1309	0.1242	0.2551	0.0000	354.7792	354.7792	0.0700	0.0000	356.5296
2019	1.2263	3.2685	2.8805	6.1500e-003	0.1843	0.1592	0.3435	0.0498	0.1496	0.1994	0.0000	553.7603	553.7603	0.0820	0.0000	555.8106
2020	0.0442	8.9000e-004	1.3900e-003	0.0000	1.3000e-004	6.0000e-005	1.9000e-004	3.0000e-005	6.0000e-005	9.0000e-005	0.0000	0.2403	0.2403	1.0000e-005	0.0000	0.2406
Maximum	1.2263	3.2685	2.8805	6.1500e-003	0.3335	0.1592	0.4669	0.1309	0.1496	0.2551	0.0000	553.7603	553.7603	0.0820	0.0000	555.8106

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.2884	2.8243	1.9058	3.8900e-003	0.1903	0.1334	0.3237	0.0698	0.1242	0.1940	0.0000	354.7790	354.7790	0.0700	0.0000	356.5293
2019	1.2263	3.2685	2.8805	6.1500e-003	0.1843	0.1592	0.3435	0.0498	0.1496	0.1994	0.0000	553.7600	553.7600	0.0820	0.0000	555.8103
2020	0.0442	8.9000e-004	1.3900e-003	0.0000	1.3000e-004	6.0000e-005	1.9000e-004	3.0000e-005	6.0000e-005	9.0000e-005	0.0000	0.2403	0.2403	1.0000e-005	0.0000	0.2406
Maximum	1.2263	3.2685	2.8805	6.1500e-003	0.1903	0.1592	0.3435	0.0698	0.1496	0.1994	0.0000	553.7600	553.7600	0.0820	0.0000	555.8103

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	27.64	0.00	17.66	33.81	0.00	13.44	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-21-2018	9-20-2018	1.8660	1.8660
2	9-21-2018	12-20-2018	1.1227	1.1227
3	12-21-2018	3-20-2019	1.0210	1.0210
4	3-21-2019	6-20-2019	1.0225	1.0225
5	6-21-2019	9-20-2019	1.0214	1.0214
6	9-21-2019	12-20-2019	1.2125	1.2125
7	12-21-2019	3-20-2020	0.3877	0.3877
		Highest	1.8660	1.8660

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2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6106	0.0108	0.7878	5.0000e-005		4.4600e-003	4.4600e-003		4.4600e-003	4.4600e-003	0.0000	3.2490	3.2490	1.3000e-003	4.0000e-005	3.2924
Energy	0.0238	0.2128	0.1583	1.3000e-003		0.0164	0.0164		0.0164	0.0164	0.0000	596.5517	596.5517	0.0230	8.5200e-003	599.6656
Mobile	0.7257	3.7772	7.0785	0.0190	1.4196	0.0231	1.4428	0.3812	0.0218	0.4030	0.0000	1,743.8161	1,743.8161	0.0853	0.0000	1,745.9486
Waste						0.0000	0.0000		0.0000	0.0000	26.8334	0.0000	26.8334	1.5858	0.0000	66.4786
Water						0.0000	0.0000		0.0000	0.0000	3.7863	15.8313	19.6176	0.3897	9.3700e-003	32.1516
Total	1.3600	4.0007	8.0246	0.0203	1.4196	0.0440	1.4636	0.3812	0.0427	0.4239	30.6197	2,359.4481	2,390.0678	2.0851	0.0179	2,447.5368

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6106	0.0108	0.7878	5.0000e-005		4.4600e-003	4.4600e-003		4.4600e-003	4.4600e-003	0.0000	3.2490	3.2490	1.3000e-003	4.0000e-005	3.2924
Energy	0.0238	0.2128	0.1583	1.3000e-003		0.0164	0.0164		0.0164	0.0164	0.0000	596.5517	596.5517	0.0230	8.5200e-003	599.6656
Mobile	0.7257	3.7772	7.0785	0.0190	1.4196	0.0231	1.4428	0.3812	0.0218	0.4030	0.0000	1,743.8161	1,743.8161	0.0853	0.0000	1,745.9486
Waste						0.0000	0.0000		0.0000	0.0000	26.8334	0.0000	26.8334	1.5858	0.0000	66.4786
Water						0.0000	0.0000		0.0000	0.0000	3.7863	15.8313	19.6176	0.3897	9.3700e-003	32.1516
Total	1.3600	4.0007	8.0246	0.0203	1.4196	0.0440	1.4636	0.3812	0.0427	0.4239	30.6197	2,359.4481	2,390.0678	2.0851	0.0179	2,447.5368

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/21/2018	7/18/2018	5	20	
2	Site Preparation	Site Preparation	7/19/2018	8/1/2018	5	10	
3	Grading	Grading	8/2/2018	9/12/2018	5	30	
4	Building Construction	Building Construction	9/13/2018	11/6/2019	5	300	
5	Paving	Paving	11/7/2019	12/4/2019	5	20	
6	Architectural Coating	Architectural Coating	12/5/2019	1/1/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11

Acres of Paving: 4.5

Residential Indoor: 212,625; Residential Outdoor: 70,875; Non-Residential Indoor: 28,800; Non-Residential Outdoor: 9,600; Striped Parking Area: 12,000 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	652.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	167.00	47.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	33.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0738	0.0000	0.0738	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0372	0.3832	0.2230	3.9000e-004		0.0194	0.0194		0.0181	0.0181	0.0000	35.1241	35.1241	9.6800e-003	0.0000	35.3660
Total	0.0372	0.3832	0.2230	3.9000e-004	0.0738	0.0194	0.0931	0.0112	0.0181	0.0292	0.0000	35.1241	35.1241	9.6800e-003	0.0000	35.3660

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3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1700e-003	0.1097	0.0217	2.6000e-004	5.4900e-003	4.6000e-004	5.9500e-003	1.5100e-003	4.4000e-004	1.9500e-003	0.0000	25.3203	25.3203	1.2500e-003	0.0000	25.3514
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1000e-004	5.5000e-004	5.5500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0890	1.0890	4.0000e-005	0.0000	1.0899
Total	3.8800e-003	0.1103	0.0273	2.7000e-004	6.6800e-003	4.7000e-004	7.1400e-003	1.8300e-003	4.5000e-004	2.2700e-003	0.0000	26.4092	26.4092	1.2900e-003	0.0000	26.4413

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0332	0.0000	0.0332	5.0300e-003	0.0000	5.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0372	0.3832	0.2230	3.9000e-004		0.0194	0.0194		0.0181	0.0181	0.0000	35.1240	35.1240	9.6800e-003	0.0000	35.3660
Total	0.0372	0.3832	0.2230	3.9000e-004	0.0332	0.0194	0.0526	5.0300e-003	0.0181	0.0231	0.0000	35.1240	35.1240	9.6800e-003	0.0000	35.3660

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3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1700e-003	0.1097	0.0217	2.6000e-004	5.4900e-003	4.6000e-004	5.9500e-003	1.5100e-003	4.4000e-004	1.9500e-003	0.0000	25.3203	25.3203	1.2500e-003	0.0000	25.3514
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.1000e-004	5.5000e-004	5.5500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0890	1.0890	4.0000e-005	0.0000	1.0899
Total	3.8800e-003	0.1103	0.0273	2.7000e-004	6.6800e-003	4.7000e-004	7.1400e-003	1.8300e-003	4.5000e-004	2.2700e-003	0.0000	26.4092	26.4092	1.2900e-003	0.0000	26.4413

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0228	0.2410	0.1124	1.9000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	17.3800	17.3800	5.4100e-003	0.0000	17.5152
Total	0.0228	0.2410	0.1124	1.9000e-004	0.0903	0.0129	0.1032	0.0497	0.0119	0.0615	0.0000	17.3800	17.3800	5.4100e-003	0.0000	17.5152

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3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.3000e-004	3.3300e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6534	0.6534	2.0000e-005	0.0000	0.6539
Total	4.3000e-004	3.3000e-004	3.3300e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6534	0.6534	2.0000e-005	0.0000	0.6539

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0228	0.2410	0.1124	1.9000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	17.3799	17.3799	5.4100e-003	0.0000	17.5152
Total	0.0228	0.2410	0.1124	1.9000e-004	0.0407	0.0129	0.0535	0.0223	0.0119	0.0342	0.0000	17.3799	17.3799	5.4100e-003	0.0000	17.5152

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3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.3000e-004	3.3300e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6534	0.6534	2.0000e-005	0.0000	0.6539
Total	4.3000e-004	3.3000e-004	3.3300e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6534	0.6534	2.0000e-005	0.0000	0.6539

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0962	0.0000	0.0962	0.0503	0.0000	0.0503	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0764	0.8928	0.5263	9.3000e-004		0.0395	0.0395		0.0364	0.0364	0.0000	84.9728	84.9728	0.0265	0.0000	85.6341
Total	0.0764	0.8928	0.5263	9.3000e-004	0.0962	0.0395	0.1357	0.0503	0.0364	0.0866	0.0000	84.9728	84.9728	0.0265	0.0000	85.6341

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3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4200e-003	1.1000e-003	0.0111	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.1779	2.1779	8.0000e-005	0.0000	2.1798
Total	1.4200e-003	1.1000e-003	0.0111	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.1779	2.1779	8.0000e-005	0.0000	2.1798

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0433	0.0000	0.0433	0.0226	0.0000	0.0226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0764	0.8928	0.5263	9.3000e-004		0.0395	0.0395		0.0364	0.0364	0.0000	84.9727	84.9727	0.0265	0.0000	85.6340
Total	0.0764	0.8928	0.5263	9.3000e-004	0.0433	0.0395	0.0828	0.0226	0.0364	0.0590	0.0000	84.9727	84.9727	0.0265	0.0000	85.6340

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3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4200e-003	1.1000e-003	0.0111	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.1779	2.1779	8.0000e-005	0.0000	2.1798
Total	1.4200e-003	1.1000e-003	0.0111	2.0000e-005	2.3700e-003	2.0000e-005	2.3900e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.1779	2.1779	8.0000e-005	0.0000	2.1798

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1045	0.9122	0.6856	1.0500e-003		0.0585	0.0585		0.0550	0.0550	0.0000	92.7292	92.7292	0.0227	0.0000	93.2972
Total	0.1045	0.9122	0.6856	1.0500e-003		0.0585	0.0585		0.0550	0.0550	0.0000	92.7292	92.7292	0.0227	0.0000	93.2972

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3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0109	0.2596	0.0757	5.0000e-004	0.0120	2.2400e-003	0.0142	3.4700e-003	2.1400e-003	5.6100e-003	0.0000	48.0505	48.0505	2.7100e-003	0.0000	48.1183
Worker	0.0309	0.0238	0.2409	5.2000e-004	0.0515	3.8000e-004	0.0519	0.0137	3.5000e-004	0.0141	0.0000	47.2822	47.2822	1.6600e-003	0.0000	47.3237
Total	0.0418	0.2834	0.3167	1.0200e-003	0.0635	2.6200e-003	0.0661	0.0172	2.4900e-003	0.0197	0.0000	95.3327	95.3327	4.3700e-003	0.0000	95.4420

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1045	0.9122	0.6856	1.0500e-003		0.0585	0.0585		0.0550	0.0550	0.0000	92.7291	92.7291	0.0227	0.0000	93.2971
Total	0.1045	0.9122	0.6856	1.0500e-003		0.0585	0.0585		0.0550	0.0550	0.0000	92.7291	92.7291	0.0227	0.0000	93.2971

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3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0109	0.2596	0.0757	5.0000e-004	0.0120	2.2400e-003	0.0142	3.4700e-003	2.1400e-003	5.6100e-003	0.0000	48.0505	48.0505	2.7100e-003	0.0000	48.1183
Worker	0.0309	0.0238	0.2409	5.2000e-004	0.0515	3.8000e-004	0.0519	0.0137	3.5000e-004	0.0141	0.0000	47.2822	47.2822	1.6600e-003	0.0000	47.3237
Total	0.0418	0.2834	0.3167	1.0200e-003	0.0635	2.6200e-003	0.0661	0.0172	2.4900e-003	0.0197	0.0000	95.3327	95.3327	4.3700e-003	0.0000	95.4420

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2621	2.3398	1.9052	2.9900e-003		0.1432	0.1432		0.1346	0.1346	0.0000	260.9657	260.9657	0.0636	0.0000	262.5550
Total	0.2621	2.3398	1.9052	2.9900e-003		0.1432	0.1432		0.1346	0.1346	0.0000	260.9657	260.9657	0.0636	0.0000	262.5550

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3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0277	0.6984	0.1951	1.4200e-003	0.0342	5.4200e-003	0.0396	9.8800e-003	5.1900e-003	0.0151	0.0000	136.0178	136.0178	7.5200e-003	0.0000	136.2058
Worker	0.0787	0.0590	0.6011	1.4500e-003	0.1465	1.0500e-003	0.1475	0.0390	9.7000e-004	0.0399	0.0000	130.6103	130.6103	4.1300e-003	0.0000	130.7136
Total	0.1064	0.7574	0.7962	2.8700e-003	0.1807	6.4700e-003	0.1871	0.0489	6.1600e-003	0.0550	0.0000	266.6281	266.6281	0.0117	0.0000	266.9194

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2621	2.3397	1.9052	2.9900e-003		0.1432	0.1432		0.1346	0.1346	0.0000	260.9654	260.9654	0.0636	0.0000	262.5547
Total	0.2621	2.3397	1.9052	2.9900e-003		0.1432	0.1432		0.1346	0.1346	0.0000	260.9654	260.9654	0.0636	0.0000	262.5547

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3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0277	0.6984	0.1951	1.4200e-003	0.0342	5.4200e-003	0.0396	9.8800e-003	5.1900e-003	0.0151	0.0000	136.0178	136.0178	7.5200e-003	0.0000	136.2058
Worker	0.0787	0.0590	0.6011	1.4500e-003	0.1465	1.0500e-003	0.1475	0.0390	9.7000e-004	0.0399	0.0000	130.6103	130.6103	4.1300e-003	0.0000	130.7136
Total	0.1064	0.7574	0.7962	2.8700e-003	0.1807	6.4700e-003	0.1871	0.0489	6.1600e-003	0.0550	0.0000	266.6281	266.6281	0.0117	0.0000	266.9194

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371
Paving	1.7700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0163	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371

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3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	4.8000e-004	4.8600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0569	1.0569	3.0000e-005	0.0000	1.0577
Total	6.4000e-004	4.8000e-004	4.8600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0569	1.0569	3.0000e-005	0.0000	1.0577

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371
Paving	1.7700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0163	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371

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3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	4.8000e-004	4.8600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0569	1.0569	3.0000e-005	0.0000	1.0577
Total	6.4000e-004	4.8000e-004	4.8600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0569	1.0569	3.0000e-005	0.0000	1.0577

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8369					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5300e-003	0.0174	0.0175	3.0000e-005		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	2.4256	2.4256	2.0000e-004	0.0000	2.4307
Total	0.8395	0.0174	0.0175	3.0000e-005		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	2.4256	2.4256	2.0000e-004	0.0000	2.4307

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3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3300e-003	1.0000e-003	0.0102	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	2.0000e-005	6.8000e-004	0.0000	2.2089	2.2089	7.0000e-005	0.0000	2.2106
Total	1.3300e-003	1.0000e-003	0.0102	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	2.0000e-005	6.8000e-004	0.0000	2.2089	2.2089	7.0000e-005	0.0000	2.2106

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8369					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5300e-003	0.0174	0.0175	3.0000e-005		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	2.4256	2.4256	2.0000e-004	0.0000	2.4307
Total	0.8395	0.0174	0.0175	3.0000e-005		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	2.4256	2.4256	2.0000e-004	0.0000	2.4307

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3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3300e-003	1.0000e-003	0.0102	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	2.0000e-005	6.8000e-004	0.0000	2.2089	2.2089	7.0000e-005	0.0000	2.2106
Total	1.3300e-003	1.0000e-003	0.0102	2.0000e-005	2.4800e-003	2.0000e-005	2.5000e-003	6.6000e-004	2.0000e-005	6.8000e-004	0.0000	2.2089	2.2089	7.0000e-005	0.0000	2.2106

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0441					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279
Total	0.0442	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279

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3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1126	0.1126	0.0000	0.0000	0.1127
Total	6.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1126	0.1126	0.0000	0.0000	0.1127

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0441					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279
Total	0.0442	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279

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3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1126	0.1126	0.0000	0.0000	0.1127
Total	6.0000e-005	5.0000e-005	4.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1126	0.1126	0.0000	0.0000	0.1127

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Napa Cinedome New - Napa County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7257	3.7772	7.0785	0.0190	1.4196	0.0231	1.4428	0.3812	0.0218	0.4030	0.0000	1,743.816 1	1,743.816 1	0.0853	0.0000	1,745.948 6
Unmitigated	0.7257	3.7772	7.0785	0.0190	1.4196	0.0231	1.4428	0.3812	0.0218	0.4030	0.0000	1,743.816 1	1,743.816 1	0.0853	0.0000	1,745.948 6

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	698.25	751.80	637.35	1,610,258	1,610,258
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	763.02	950.22	791.04	920,978	920,978
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	900.00	943.60	721.60	1,044,708	1,044,708
Regional Shopping Center	136.99	159.90	80.77	231,845	231,845
Total	2,498.26	2,805.52	2,230.76	3,807,789	3,807,789

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down Parking Lot)	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.569185	0.038999	0.171806	0.120317	0.026328	0.006551	0.017860	0.035422	0.003826	0.001868	0.005693	0.001021	0.001123
Enclosed Parking with Elevator	0.569185	0.038999	0.171806	0.120317	0.026328	0.006551	0.017860	0.035422	0.003826	0.001868	0.005693	0.001021	0.001123
High Turnover (Sit Down Restaurant)	0.569185	0.038999	0.171806	0.120317	0.026328	0.006551	0.017860	0.035422	0.003826	0.001868	0.005693	0.001021	0.001123
Parking Lot	0.569185	0.038999	0.171806	0.120317	0.026328	0.006551	0.017860	0.035422	0.003826	0.001868	0.005693	0.001021	0.001123
Quality Restaurant	0.569185	0.038999	0.171806	0.120317	0.026328	0.006551	0.017860	0.035422	0.003826	0.001868	0.005693	0.001021	0.001123
Regional Shopping Center	0.569185	0.038999	0.171806	0.120317	0.026328	0.006551	0.017860	0.035422	0.003826	0.001868	0.005693	0.001021	0.001123

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Napa Cinedome New - Napa County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	361.5085	361.5085	0.0185	4.2100e-003	363.2257
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	361.5085	361.5085	0.0185	4.2100e-003	363.2257
NaturalGas Mitigated	0.0238	0.2128	0.1583	1.3000e-003		0.0164	0.0164		0.0164	0.0164	0.0000	235.0432	235.0432	4.5000e-003	4.3100e-003	236.4400
NaturalGas Unmitigated	0.0238	0.2128	0.1583	1.3000e-003		0.0164	0.0164		0.0164	0.0164	0.0000	235.0432	235.0432	4.5000e-003	4.3100e-003	236.4400

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.07088e+006	5.7700e-003	0.0493	0.0210	3.1000e-004		3.9900e-003	3.9900e-003		3.9900e-003	3.9900e-003	0.0000	57.1462	57.1462	1.1000e-003	1.0500e-003	57.4858
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.24728e+006	6.7300e-003	0.0611	0.0514	3.7000e-004		4.6500e-003	4.6500e-003		4.6500e-003	4.6500e-003	0.0000	66.5596	66.5596	1.2800e-003	1.2200e-003	66.9551
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.0788e+006	0.0112	0.1019	0.0856	6.1000e-004		7.7400e-003	7.7400e-003		7.7400e-003	7.7400e-003	0.0000	110.9327	110.9327	2.1300e-003	2.0300e-003	111.5919
Regional Shopping Center	7584	4.0000e-005	3.7000e-004	3.1000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4047	0.4047	1.0000e-005	1.0000e-005	0.4071
Total		0.0238	0.2128	0.1583	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	235.0432	235.0432	4.5200e-003	4.3100e-003	236.4400

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5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.07088e+006	5.7700e-003	0.0493	0.0210	3.1000e-004		3.9900e-003	3.9900e-003		3.9900e-003	3.9900e-003	0.0000	57.1462	57.1462	1.1000e-003	1.0500e-003	57.4858
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.24728e+006	6.7300e-003	0.0611	0.0514	3.7000e-004		4.6500e-003	4.6500e-003		4.6500e-003	4.6500e-003	0.0000	66.5596	66.5596	1.2800e-003	1.2200e-003	66.9551
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.0788e+006	0.0112	0.1019	0.0856	6.1000e-004		7.7400e-003	7.7400e-003		7.7400e-003	7.7400e-003	0.0000	110.9327	110.9327	2.1300e-003	2.0300e-003	111.5919
Regional Shopping Center	7584	4.0000e-005	3.7000e-004	3.1000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4047	0.4047	1.0000e-005	1.0000e-005	0.4071
Total		0.0238	0.2128	0.1583	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	235.0432	235.0432	4.5200e-003	4.3100e-003	236.4400

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	456624	88.9523	4.5600e-003	1.0400e-003	89.3749
Enclosed Parking with Elevator	820400	159.8175	8.1900e-003	1.8600e-003	160.5766
High Turnover (Sit Down Restaurant)	196320	38.2440	1.9600e-003	4.5000e-004	38.4256
Parking Lot	21000	4.0909	2.1000e-004	5.0000e-005	4.1103
Quality Restaurant	327200	63.7400	3.2700e-003	7.4000e-004	64.0427
Regional Shopping Center	34208	6.6639	3.4000e-004	8.0000e-005	6.6955
Total		361.5085	0.0185	4.2200e-003	363.2257

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	456624	88.9523	4.5600e-003	1.0400e-003	89.3749
Enclosed Parking with Elevator	820400	159.8175	8.1900e-003	1.8600e-003	160.5766
High Turnover (Sit Down Restaurant)	196320	38.2440	1.9600e-003	4.5000e-004	38.4256
Parking Lot	21000	4.0909	2.1000e-004	5.0000e-005	4.1103
Quality Restaurant	327200	63.7400	3.2700e-003	7.4000e-004	64.0427
Regional Shopping Center	34208	6.6639	3.4000e-004	8.0000e-005	6.6955
Total		361.5085	0.0185	4.2200e-003	363.2257

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6106	0.0108	0.7878	5.0000e-005		4.4600e-003	4.4600e-003		4.4600e-003	4.4600e-003	0.0000	3.2490	3.2490	1.3000e-003	4.0000e-005	3.2924
Unmitigated	0.6106	0.0108	0.7878	5.0000e-005		4.4600e-003	4.4600e-003		4.4600e-003	4.4600e-003	0.0000	3.2490	3.2490	1.3000e-003	4.0000e-005	3.2924

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0881					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.0000e-004	1.7000e-003	7.2000e-004	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9662	1.9662	4.0000e-005	4.0000e-005	1.9779
Landscaping	0.0243	9.0900e-003	0.7870	4.0000e-005		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	1.2828	1.2828	1.2700e-003	0.0000	1.3145
Total	0.6106	0.0108	0.7878	5.0000e-005		4.4600e-003	4.4600e-003		4.4600e-003	4.4600e-003	0.0000	3.2490	3.2490	1.3100e-003	4.0000e-005	3.2924

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0881					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.0000e-004	1.7000e-003	7.2000e-004	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9662	1.9662	4.0000e-005	4.0000e-005	1.9779
Landscaping	0.0243	9.0900e-003	0.7870	4.0000e-005		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	1.2828	1.2828	1.2700e-003	0.0000	1.3145
Total	0.6106	0.0108	0.7878	5.0000e-005		4.4600e-003	4.4600e-003		4.4600e-003	4.4600e-003	0.0000	3.2490	3.2490	1.3100e-003	4.0000e-005	3.2924

7.0 Water Detail

7.1 Mitigation Measures Water

Napa Cinedome New - Napa County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	19.6176	0.3897	9.3700e-003	32.1516
Unmitigated	19.6176	0.3897	9.3700e-003	32.1516

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	6.84117 / 4.31291	12.3222	0.2234	5.3800e-003	19.5120
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.8212 / 0.116247	2.5768	0.0595	1.4200e-003	4.4874
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3.03534 / 0.193745	4.2946	0.0991	2.3700e-003	7.4790
Regional Shopping Center	0.237032 / 0.145278	0.4241	7.7400e-003	1.9000e-004	0.6732
Total		19.6176	0.3897	9.3600e-003	32.1516

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7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	6.84117 / 4.31291	12.3222	0.2234	5.3800e-003	19.5120
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.8212 / 0.116247	2.5768	0.0595	1.4200e-003	4.4874
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	3.03534 / 0.193745	4.2946	0.0991	2.3700e-003	7.4790
Regional Shopping Center	0.237032 / 0.145278	0.4241	7.7400e-003	1.9000e-004	0.6732
Total		19.6176	0.3897	9.3600e-003	32.1516

8.0 Waste Detail

8.1 Mitigation Measures Waste

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.8334	1.5858	0.0000	66.4786
Unmitigated	26.8334	1.5858	0.0000	66.4786

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	48.3	9.8045	0.5794	0.0000	24.2901
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	71.4	14.4936	0.8565	0.0000	35.9072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	9.13	1.8533	0.1095	0.0000	4.5915
Regional Shopping Center	3.36	0.6821	0.0403	0.0000	1.6898
Total		26.8334	1.5858	0.0000	66.4786

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	48.3	9.8045	0.5794	0.0000	24.2901
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	71.4	14.4936	0.8565	0.0000	35.9072
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	9.13	1.8533	0.1095	0.0000	4.5915
Regional Shopping Center	3.36	0.6821	0.0403	0.0000	1.6898
Total		26.8334	1.5858	0.0000	66.4786

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation
