

Planning Area  
 Other Open Space  
 Parcel  
 Water  
 Parking Exempt District  
 Railroad

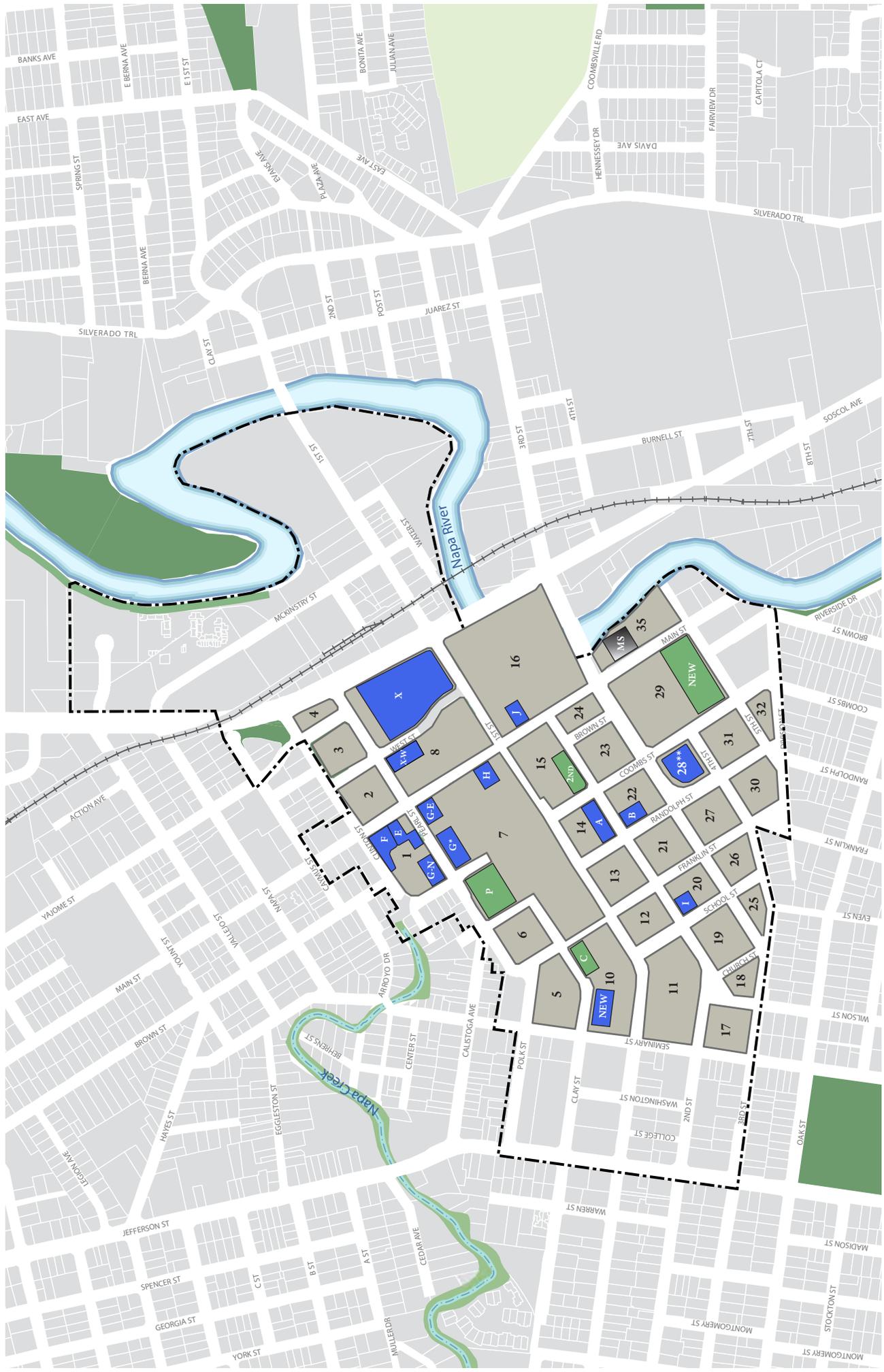
Blocks #1-32 comprise the Parking Survey Area from the 2002 Walker Parking Study

0 350ft 700ft 1400ft

N

**Figure 4.5 Parking Block Numbers (For 2009 Parking Counts)**  
 DOWNTOWN NAPA SPECIFIC PLAN





Planning Area  
 Parcel  
 Other Open Space  
 Water  
 Railroad  
XX Parking Lot  
XX Parking Structure  
 Permanently Closed Lot

\* Temporarily closed due to construction.  
 \*\* Block #28 contains a T19-space Napa County/Public parking lot. However, no data was available at this location.

Figure 4.2 Existing Off-Street Public Parking Lots and Structures

## V. Infrastructure

This chapter provides an overview of the existing conditions of the Planning Area's infrastructure systems.

### Key Findings

- The Napa River/Napa Creek Flood Protection Project (Flood Project), currently under construction by the Corps of Engineers, will protect vulnerable parts of the Downtown Planning Area from the flooding of Napa River and Napa Creek that has historically occurred.
- Work completed to date on the Flood Project has resulted in a Letter of Map Revision (LOMR) to the Flood Insurance Rate Map (FIRM) which removes a significant portion of the Planning Area from the regulatory floodway and/or floodplain.
- The City's 2006 Storm Drain Master Plan analyzed the capacity of the drainage system for pipes larger than 30" diameter within the Planning Area, and found sufficient capacity for existing conditions but identified the need for several high priority upgrades in certain trouble spots.
- The City currently has adequate water supply in all hydrologic conditions. A large portion of the existing water distribution system in the Planning Area has reached its life expectancy. A significant number of water mains in the Planning Area need to be upsized to meet the current fire flow requirements for new development.
- The Napa Sanitation Districts' sanitary sewer collection system and wastewater treatment plant has adequate capacity to support the level of growth anticipated by the City's General Plan.

### Hydrology and Flood Protection Project

The City of Napa has a Mediterranean climate with an average annual rainfall of approximately 25 inches. The majority of this precipitation occurs during winter months (November through April). The City is located within the Napa River Basin, which is approximately 50 miles long and ranges from five to ten miles wide; draining an area of 426 square miles in Napa and Solano Counties. The Napa River originates near Mount St. Helena and flows southeasterly through the Napa Valley into Mare Island Strait, which flows into the tidal marshlands and sloughs of San Pablo Bay. Napa Creek is a tributary of the Napa River that runs from west to east through Downtown, and empties into the river near 2nd and Main Streets. The Napa Creek drainage area is approximately 15 square miles.

### *Flooding Hazard*

The Napa River is one of the largest Central Coast Range Rivers and runs through the center of the City of Napa. Throughout the 20th century, severe storms caused flooding on the east and west sides of the river, from Trancas Street south to the Stanley Ranch, with 14 serious floods since 1942. In an effort to recognize and mitigate known flood hazards, the Federal Emergency Management Agency (FEMA) designated much of the Planning Area as a Special Flood Hazard Area (SFHA) in 1979. The February 1986 flood was the largest on record, and resulted in the death of three people, 27 injured and thousands evacuated. A portion of the Planning Area currently falls within the 100-year

flood zone, and the majority of the northeastern corner of the Planning Area is also located within the more restrictive “floodway zone”. The “floodway zone” is the area adjacent to the stream channel that must be kept clear of encroachment so as to prevent substantial increases in water surface elevation during a 100-year flood event. Property owners located in a SFHA, with federally backed mortgages, are required to purchase flood insurance in accordance with the Federal Insurance Rate Map (FIRM).

#### *Flood Protection Project*

The Corps of Engineers, in collaboration with local sponsor agencies, developed the Napa River/Napa Creek Flood Protection Project (Flood Project) to protect approximately 2,000 properties from flooding by removing them from the FEMA Regulatory Floodplain. In March of 1998, Napa County voters passed a half-cent sales tax (Measure A) to pay for the local share of the Flood Project. The project targets an area along a six mile long section of the Napa River, and includes flood management features designed to minimize flooding and provide protection from a 100-year flood event in an area that extends from Imola Avenue upstream to Trancas Street (and includes the entire planning area).

The Flood Project is being built in sections, working generally from downtown to upstream, in order to reduce water surface elevations, and is now approximately 50% complete. Previously completed projects include: the removal of old levees to create the 600 acre South Wetlands Opportunity Area; riverbank terracing from Kennedy Park to Third Street; removal or replacement of bridges that impede flood flows; and realignment of the rail line south of Sixth Street to enlarge the usable floodplain. The most recently completed project was the reconstruction and renovation of the Veteran’s Memorial Park, which has been incorporated into this flooding scheme, into an amphitheater with terraces and floodwalls. Future projects include: realignment of the existing rail line north of Sixth Street to replace railroad bridges; excavation of a river bypass channel; new detention and pump station facilities; and the completion of the system of floodwalls and levees needed to fully protect the developed properties that line the river as it passes through the City.

It is noted that completion of the bypass channel will include construction of a 12 acre park that will greatly expand downtown public use opportunities along the riverfront. Riverside trails are also incorporated into the design of floodwalls and levees throughout the Flood Project Area. Overall project completion is expected by 2016.

Planned improvements to Napa Creek include a flood plain terrace on the north overbank and removal of three bridges in order to increase conveyance. A dry bypass culvert will also be built along the north bank from just downstream of Main Street to just upstream of Pearl Street. Improvements along Napa Creek are anticipated to be complete by 2012.

#### *Map Revision*

The Federal Emergency Management Agency (FEMA) has issued a preliminary Letter of Map Revision (LOMR) to the Federal Insurance Rate Map (FIRM) based on the beneficial effects of the improvements already constructed on the Flood Project. The new map substantially reduces the floodway on the east side of the river south of First Street, and takes much of the Planning Area out of the floodplain (See Figure 5.1: Hydrology). Base

flood elevations have also been significantly reduced for many residences and businesses that remain in the regulatory floodplain. FEMA is expected to issue a Letter of Final Determination (LFD) by the end of 2009, and the new FIRM will be in effect six months after the publication of the LFD.

### ***Storm Water Quality***

Under the National Pollutant Discharge Elimination System (NPDES), the Napa River is listed as impaired for sediment, nutrients and pathogens. In the winter wet season, fecal and total coliform bacteria levels can exceed objectives set by the Regional Water Quality Control Board (RWQCB). The impaired water quality is directly related to stormwater runoff. As a mitigation measure, all new development and redevelopment will be required to meet post construction stormwater treatment standards of the State's NPDES Phase II Stormwater permit. The City's NPDES Phase II Permit requires site design measures, source control measures and stormwater treatment Best Management Practices to treat or remove pollutants in stormwater and/or to reduce the amount or rate of stormwater runoff. The City has onsite or underground detention requirements citywide, and also requires that there be no increase in peak runoff volume from sites larger than an acre or more in size, from any hillside development or from any development located close to waterways.

### ***Drainage***

The City's drainage system consists of open ditches, culverts and underground pipes, encompassing an area of approximately 22 square miles that ultimately conveys runoff to the Napa River or one of its tributaries. The following four storm drains within the Planning Area were analyzed in the City's 2006 Storm Drain Master Plan (H-1, H-2, H-2-1, J-1), and were found to have sufficient capacity for existing conditions. The following three locations within the Planning Area are identified as needing upgrades: 1) The last section of the storm drain in Brown Street before it outlets to Napa Creek, 2) The 15-inch storm drain in School Street from 1st Street to 3rd Street, and 3) Three inlets at the intersection of 3rd and Church Streets need to be replaced. These can be seen in Figure 5.2: Storm Drain. Most storm drains in the Planning Area are less than 30-inches in diameter, and were not analyzed as part of that plan.

### ***Interior Drainage (Ponding)***

Interior drainage (ponding) results when water is trapped behind levees and floodwalls, or when the local drainage system is unable to discharge due to elevated Napa River water levels. The Flood Project will protect against Napa River and Napa Creek flooding, and will address any new ponding problems created by the construction of levees and flood walls. It will not, however, address pre-existing ponding conditions. The Corps of Engineers' 2000 Interior Drainage Study identified areas of new and pre-existing ponding/interior drainage problems. This study also analyzed existing major storm drain outfalls to the Napa River, including the outfall at the southeast corner of the planning area at Division Street and Brown Street, which was found to be in fair condition. Detention storage and pump station facilities have been recommended to eliminate ponding within low areas near outfalls.

## Water Supply

### *Sources*

The City receives water from three major surface water sources: Lake Hennessey, Milliken Reservoir and the State Water Project. The City of Napa is located within the Napa-Sonoma Valley groundwater basin area. Although the City of Napa does not use groundwater as a water source at this time, the City is currently exploring groundwater as well as other options to meet long-term supply needs.

Lake Hennessey, located 13 miles north of the city in the hills on the east side of the Napa Valley, is the major source. Water rights secured through the State Water Resources Control Board (SWRCB) allow the City to divert and store up to 31,000 acre-feet a year (AFY) of water into the lake. The water is treated at the Hennessey Water Treatment Plant (WTP), which has a capacity of 20 million gallons per day (MGD).

Milliken Reservoir, in the hills east of town, was the sole water source prior to the construction of Lake Hennessey, and is now a minor but important source. The Reservoir is used mainly during periods of high demand in the summer. Existing water rights allow the City to withdraw 2,350 AFY from Milliken Creek. Milliken Reservoir's rated storage capacity is 1,980 AF; however, the current storage has been reduced to 1,390 AF due to redefined seismic criteria for the existing dam. Water is treated at the Milliken WTP, which has a capacity of 4 MGD.

The City also has a contract through the Napa County Flood Control and Water Conservation District (NCFCWCD) to receive State Water Project (SWP) water from the Sacramento-San Joaquin Delta. Water is conveyed via the North Bay Aqueduct to Cordelia Forebay where it is then pumped an additional seven miles to the Jamieson Canyon WTP, and treated for the City of Napa, the City of American Canyon and the City of Calistoga. The WTP has a capacity of 12 MGD, and is undergoing construction improvements to increase the capacity to 20 MGD in order to treat all of the three cities' entitled SWP water. The City of Napa has a gradually increasing SWP entitlement that grants it 16,950 AFY of water in 2009, and will cap at 21,900 AFY in 2021.

Recycled water is currently provided by the Napa Sanitation District to serve irrigation purposes on several southern parcels within the City of Napa's water service area. Recycled water service in the Planning Area is not currently part of Napa Sanitation District's Master Plan, and, due to the limited extent of recycled water mains near the Downtown Planning area, it will be an unlikely source of water in the foreseeable future.

### *Demand*

Residential users make up more than 90% of the City's total accounts; however, they account for only 70% of total demand (see Figure 5.3: Water Resources). Commercial use makes up 14% of demand, and Institutional and Landscape demands are each 5% of total demand. Agricultural use accounts for only 1% of demand, and miscellaneous and industrial use make up the remainder. Total demand in 2008 was 15,797 AFY, and is projected by the 2050 Napa Valley Water Resource Study to be 18,798 AFY in 2020. This projection includes conservation savings that will be achieved by the year 2020.

The Planning Area is not representative of the water use distribution for the City as a whole since, the Planning Area is primarily commercial consisting of a retail core and a

substantial amount of office space (See Figure 5.3: Water Resources). In addition, the Planning Area includes parks, public buildings and many professional offices that have been converted from residential dwellings. It is also important to note that the housing stock within the planning area generally has a much higher density than the City as a whole. Higher density housing typically has lower per capita water use than less dense neighborhoods, but total demand per acre is generally higher because there are more homes. The presence of commercial, institutional and denser residential land uses suggests that water demands in the Planning Area are higher than the City average.

The City has an active and historically successful Water Conservation Program. In the mid-1980s, per capita demand in the water system averaged 184 gallons per person per day. Today, it is down to about 160 gallons per person per day due to the evolution of water-efficient appliances, City-sponsored conservation and water recycling. According to the 2050 Napa Valley Water Resources Study, water conservation practices are expected to reduce per capita water demand by at least ten (10) percent by the year 2020.

The conservation program consists of a variety of financial incentives, the distribution of water saving tools and educational programs. Below is a list of some of the City's water conservation efforts:

- Virtual Water Saver Home Tour - an interactive web-based tool that can be used to identify opportunities to save water in the home and office.
- Water-Wise Landscaping - consists of demonstration gardens, tips for watering landscaping, free surveys and other programs designed to save water outdoors.
- Residential Programs – includes free home audits, various rebates and a unique free toilet replacement program that has saved the City more than 2.1 billion gallons of water since its inception in 1991.
- Commercial Programs – businesses are eligible for rebates on installing water efficient fixtures and for free Indoor and Landscape Irrigation audits.
- Free Water-Saving Devices – the City of Napa offers free water saving devices, and literature at events or for pick up at their offices.
- Public Events – the City of Napa offers a water saving booth at public events in addition to specific public outreach in the interest of water efficiency.
- School Education – classroom presentations, field trips and water teaching kits are the main components of this program.

In addition to these voluntary and educational efforts, the City has adopted policies to directly reduce the demand for water within the community. Chapter 13.09, "Permanent Water Conservation Measures," of the Napa Municipal Code illustrates the City's commitment to making new construction and major renovations offset their new water demand. Green Building Ordinances ensure that the most water-efficient features are incorporated into new development. Additionally, the City is a signatory to the Memorandum of Understanding Regarding Urban Water Conservation in California developed by the California Urban Water Conservation Council. The City is committed to implementing appropriate Best Management Practices (BMPs) to ensure future supply reliability.

### ***Supply Reliability***

Napa appears to have sufficient supply to meet existing demands even in a single-dry year. According to the 2050 Napa Valley Water Resources Study, the City currently has excess supplies during all hydrologic conditions, and projects excess supplies to be available in 2020 during normal and multiple-dry years, and in normal years in 2050. No shortfalls are expected for normal or multiple-dry year periods through the year 2050. The only foreseeable possible deficit would occur during a single-dry year beginning in 2020. As a result, the 2050 water study determined that Napa will be able to meet all additional demands on supply for water generated by continued development within the Downtown Planning Area and throughout the City.

The 2050 Napa Valley Resources Study also identified potential additional sources of water for the City. The most significant and relevant for the City would be carrying over unused SWP water to the following year, purchasing additional SWP water during the wet season and additional purchases or transfers of SWP water with other agencies.

### ***Distribution Network***

The Planning Area is served by a 5-MG storage tank on the east side of the river, and is supported by several pressure reducers. The pressure reducers provide water directly from a higher pressure zone, and provide additional water flow when pressures drop below a certain level. Most of the system is fed by a 20" diameter transmission main that comes from the storage tank into downtown, and then reduces to a 16" diameter transmission that feeds water to the smaller distribution mains. These smaller water mains vary from 4" to 12" in diameter, and are made of asbestos cement, cast iron, or ductile iron. The downtown water system averages between 80 to 100 years of age, which is the average life expectancy of water mains.

Water systems are primarily sized to meet fire flow requirements, with an additional allowance for localized demands. Over the years, fire flow requirements to meet fire sprinkler and fire hydrant needs have changed, as the type and size of structures downtown has changed. Most of the water mains in the downtown area were not designed to meet these larger fire flow requirements. The system primarily consists of 6" diameter cast iron pipe, although there are some 4" pipes within the downtown water system (see Figure 5.4: Water System). In general, current standards require downtown water mains to be between 8" and 12" in diameter to meet the fire flow demands of existing and anticipated future development. In addition to proper sizing of the water mains, system connectivity must be considered to avoid stagnant water issues while still providing sufficient fire flows. Due to the age and small size of the typical downtown water mains, most of this area's existing distribution system needs to be upgraded and replaced.

The static pressure in the Planning Area averages around 50 psi, which is within a normal operating pressure range, but it is not high enough to adequately serve many multiple story structures. There are no current plans to increase static pressure within the Planning Area, and structures whose height exceeds the limits of the distribution system must install private booster facilities to meet their needs.

## **Wastewater System**

Wastewater within the City of Napa is collected and treated by the Napa Sanitation District (NSD). The NSD currently provides wastewater collection, treatment and disposal for a majority of the City of Napa and portions of unincorporated areas in and nearby the City. The collection system includes approximately 251 miles of pipelines, most of which were constructed within the last 60 years, although some pipes are over 100 years old. Overflows from the system have generally been caused by major flood events and by structural failures in the collection system. The number of sanitary sewer overflows has declined dramatically in the past 10 years, with 122 reported occurrences between 1998 and 2005.

The collection system has adequate dry-weather capacity to support the level of growth anticipated by the City's General Plan, but has inadequate capacity to accommodate existing wet-weather peak flows caused by high infiltration and inflow in many areas of the City. The Planning Area has high Infiltration and inflow, averaging 5-6 million gallons per day (MGD), whereas peak dry weather flows are only about 0.32 MGD. Recommended rehabilitation consists of cured-in-place liners for pipes with high infiltration and inflow values. Pipes targeted for either capacity upgrade or for rehabilitation to reduce wet weather inflows can be seen in Figure 5.5: Wastewater System. The 2007 Collection System Master Plan identified capital improvement priorities and rate adjustments to be applied to incrementally improve the system throughout the NSD service area. Lines with high priority capacity upgrades within the Planning Area are shown in Figure 5.5.

The NSD also operates three pump stations and one treatment plant. All, but one of the pump stations, have recently undergone improvements, and most force mains have been replaced or rehabilitated recently. The Soscol Water Recycling Facility (SWRF) has a permitted average dry weather hydraulic capacity of 15.4 MGD. The SWRF provides secondary and tertiary level treatment, and has disinfection capabilities for up to 8.8 MGD of tertiary effluent. The plant may require upgrades to its solids handling facilities and increased treatment capacity. The District recently began preparation of a Wastewater Treatment Master Plan. This Plan will analyze the existing capacity of the SWRF, plan for the future capacity increases and treatment process upgrades needed to accommodate growth within the service area, and comply with anticipated changes in future regulatory requirements. The Master Plan is anticipated to be complete in January 2011. It is expected that construction of the upgrades identified by the Master Plan will allow the treatment plant to fully serve the level of growth currently envisioned within the Downtown Planning Area.

Approximately 14.7 MGD of treated wastewater is discharged to the Napa River from November to April. Wastewater received between the May through October dry season is either stored in the District's oxidation ponds for discharge during the wet season or reclaimed for irrigation, as described in the following section.

## **Recycled Water**

During the dry season, recycled water is provided to district owned lands, local vineyards, industrial parks, and golf courses within the sewer service area. The Soscol WRF is currently able to treat and disinfect 8.8 MGD of wastewater to the tertiary level required for unrestricted irrigation and industrial process use under California

Department of Health Standard Title 22 requirements. NSD distributed approximately 2,440 acre feet of recycled water in 2008.

The potential for recycled water production in the year 2020 is estimated to be 9,800 acre-feet/year if additional storage is available. Using existing storage, it is estimated that the potential for recycled water production would be 4,540 acre-feet/year in 2020. Based on an evaluation of current and potential users and irrigation demands, the 2020 irrigation demand was estimated to be 7,360 acre-ft per year. Industrial demand was estimated to be 3,360 acre-ft/year, bringing the 2020 total potential recycled water demand to 10,700 acre-feet/year. There are no existing or potential users in the Downtown area, and, currently, no recycled water infrastructure exists near Downtown. The 2005 NSD Recycled Water Strategic Plan proposes a pipeline on the east side of the river, across from Downtown. Timeline for this pipeline would be 2015 to 2020. There are no plans to extend recycled water to Downtown at this time due to a lack of potential users.

## **Dry Utilities**

### ***Electricity***

PG&E is the main energy utility provider for all sections of Napa County, including the City of Napa. In 2003, total electricity consumption in Napa County was 512.5 thousand barrels of oil equivalents (BOEs); 40% higher than consumption in 1990. Per capita use increased at about 1.2% per year during the same time period, and was 2.89 BOEs in 2003. The overall energy consumption peak was in 2000, largely due to increases in consumption by the mining industry. The residential sector was the largest user of electricity in 2003, accounting for 44% of countywide consumption while commercial use was 32% of consumption, and the industrial sector consumed 16% of all electricity. The remaining users (transportation, communication and utilities; mining; and agriculture) each accounted for less than 8% of total consumption. The majority of the users within the planning area are commercial. There are three major electrical transmission routes crossing from east to west through the County and nine electrical substations.

The Planning Area is primarily served by underground, three-phase primary electric lines (See Figure 5.6: Electric). Transformers downtown are mostly subsurface and pad-mounted; however, those along the planning area boundaries tend to be overhead. Because most lines downtown are underground, upgrades to the system can be costly and difficult. In some cases, it has been necessary for local businesses to allocate space to install their own pad-mounted transformers in order to obtain the power they need. PG&E has been involved in the Specific Plan process, and will continue to advise on the effects the plan will have on the electric system.

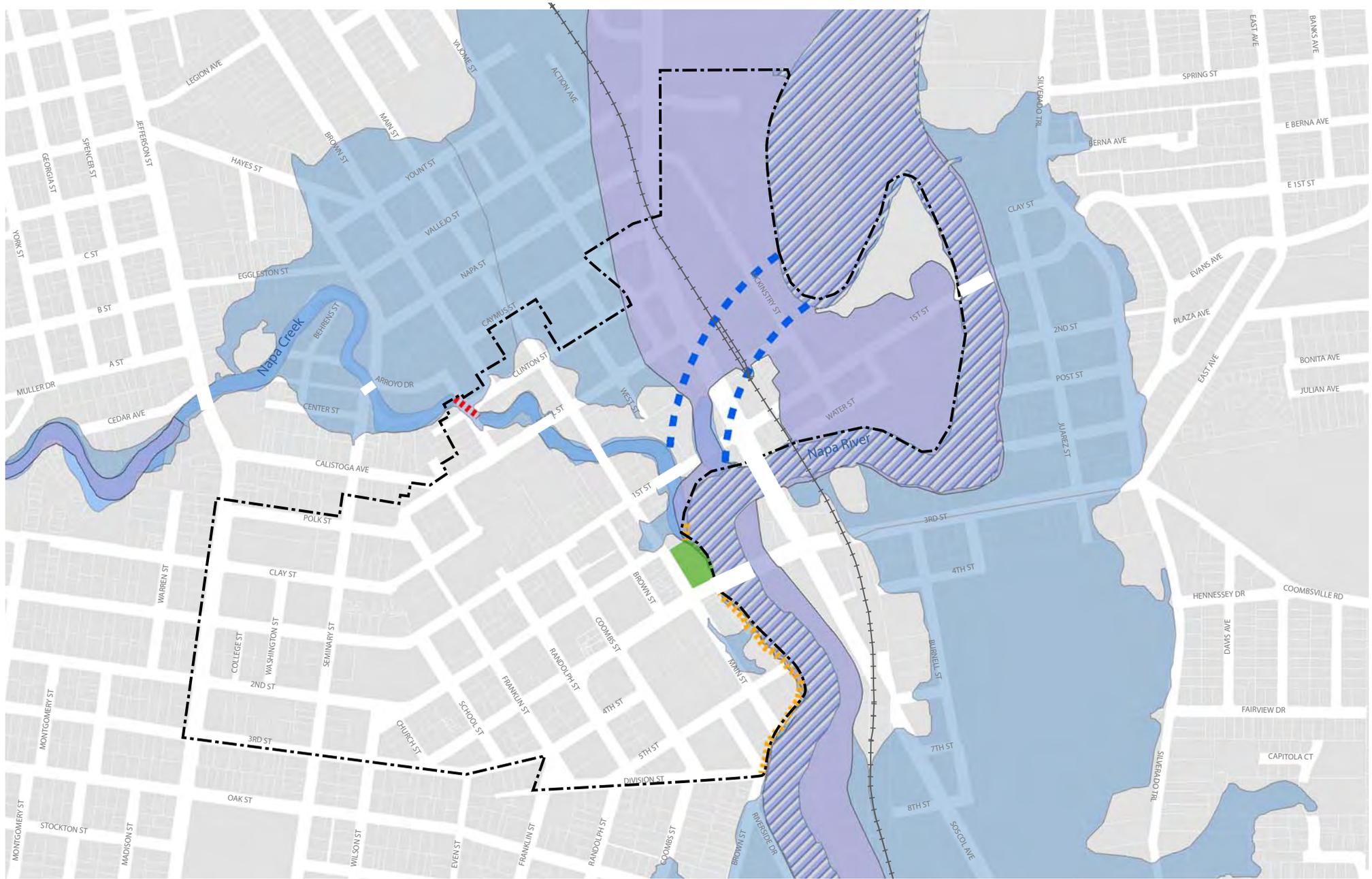
### ***Natural Gas***

There are no natural gas production wells in Napa County. Natural gas use has consistently been higher than electricity consumption; however, natural gas use has been decreasing. In 2003, total natural gas consumption was 663 BOEs, and per capita consumption was 4.04 BOEs. The residential sector was the largest consumer, accounting for 58% of total natural gas consumption. The commercial sector was the second largest user at 28%, and the industrial sector accounted for 13%. Transportation, communication and utilities, mining and agriculture combined accounted for less than 1% of total consumption.

The Planning Area is primarily serviced by 2, 3, and 4-inch gas lines (See Figure 5.7: Gas). The system appears to be adequate for current needs, although projections based on future demands are not currently available. Space constraints may be a concern when multiple users within one building each have their own meter. PG&E has been involved in the Specific Plan process, and will continue to advise on the effects the plan will have on the gas system.

### ***Communications***

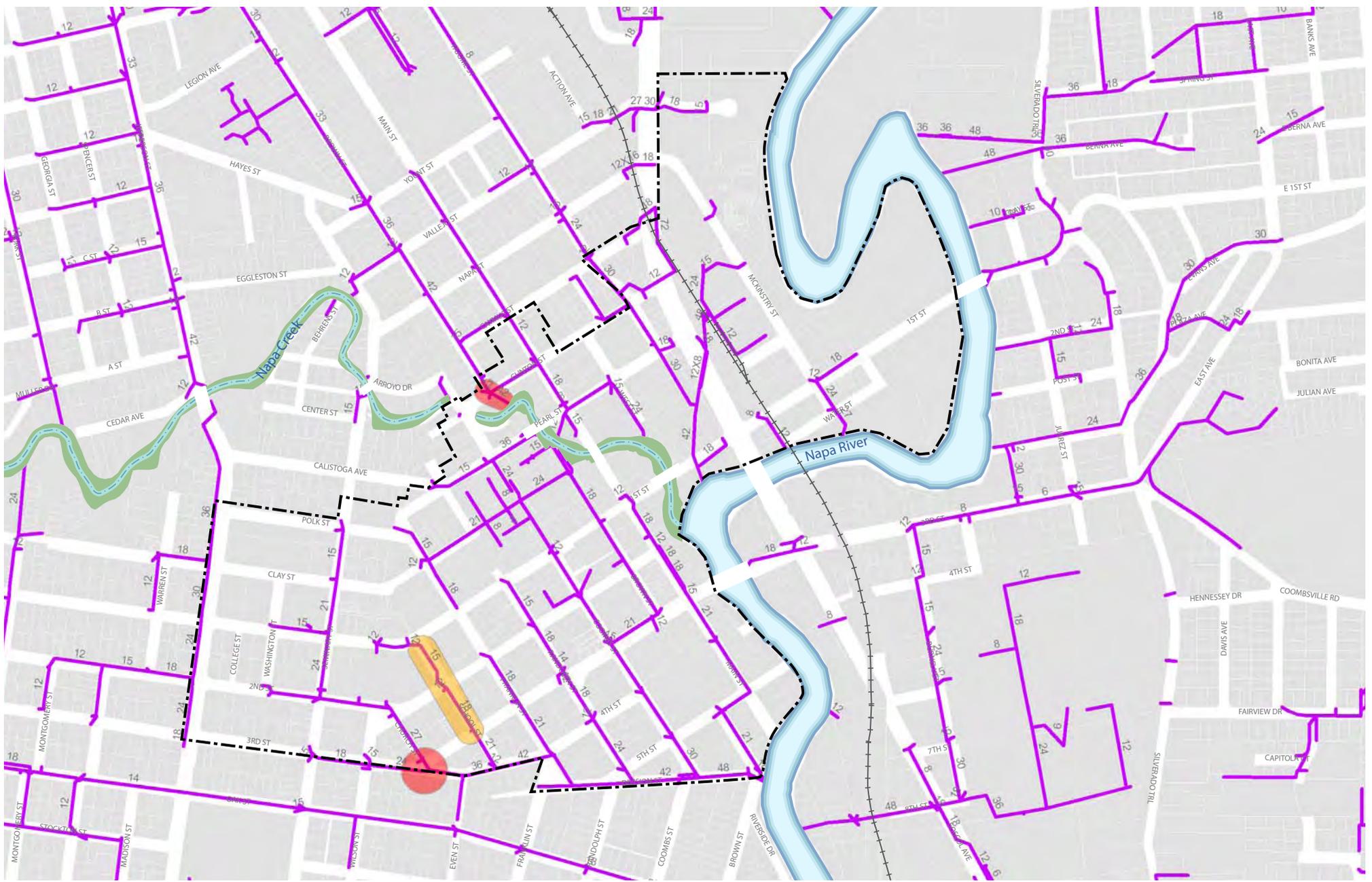
Comcast and AT&T are the main providers of cable, phone and internet services to the City of Napa. Comcast offers high-speed internet, and digital cable and voice. AT&T also provides phone and internet service, and had plans to provide wi-fi to a 12-square-mile area of Downtown in 2007. The plan, however, was abandoned due to a lack of space on the existing utility poles. AT&T shares most of the utility poles with PG&E. Most communication facilities were placed underground at the same time as the electric system, and neither provider expects continued growth within the neighborhood to exceed their system's existing capacity.



- |               |  |  |   |
|---------------|--|--|---|
| Planning Area | Railroad                                       | <b>Napa River/Napa Creek Flood Protection Project Improvements</b> | <b>Post Napa River/Napa Creek Flood Protection Project Floodzones</b> |
| Parcel        | Preliminary FEMA Floodzones DFIRM May 22, 2009 | Future Oxbow Bypass  | 100-Year Flood Zone   |
| Park          | 100-Year Flood Zone                            | Existing Floodwall/River Trail                                     |   |
| Water         | Floodway                                       | Existing Terraced Park   |   |
|               |  | Future Bridge Removal  |   |



## 5.1 Hydrology

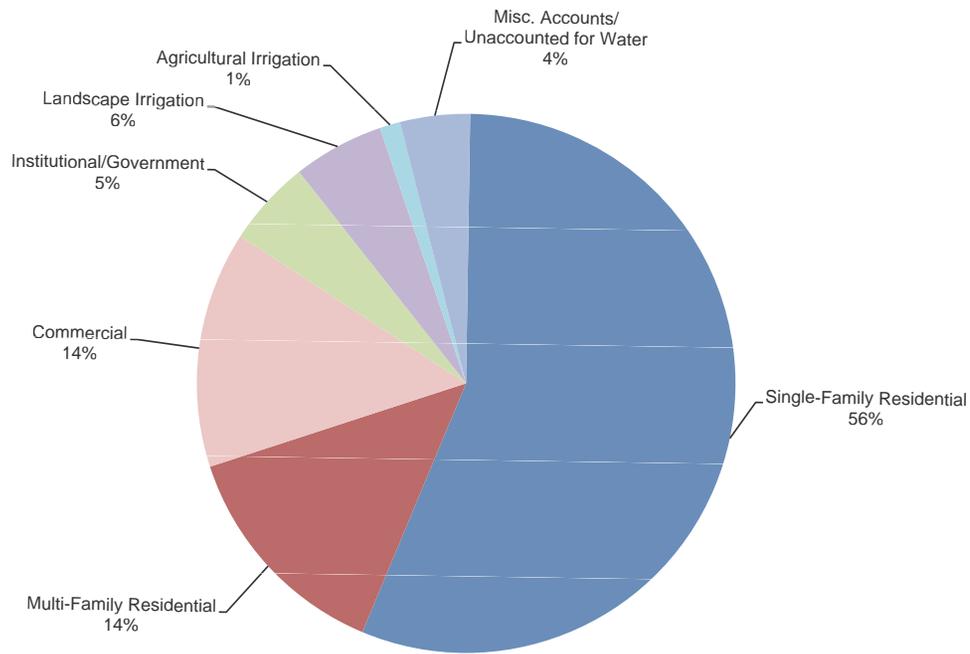


- Planning Area
- Railroad
- Parcel
- Park
- Water
- Stormdrain Network
- 8 Pipe Diameter
- High Priority
- Moderate Priority

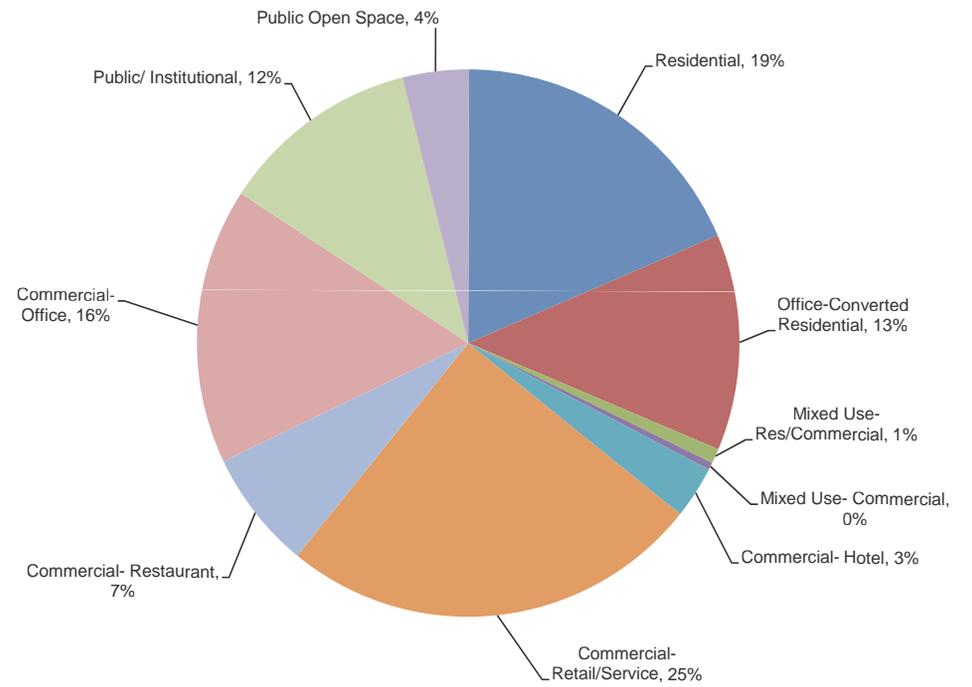


## 5.2 Stormdrain

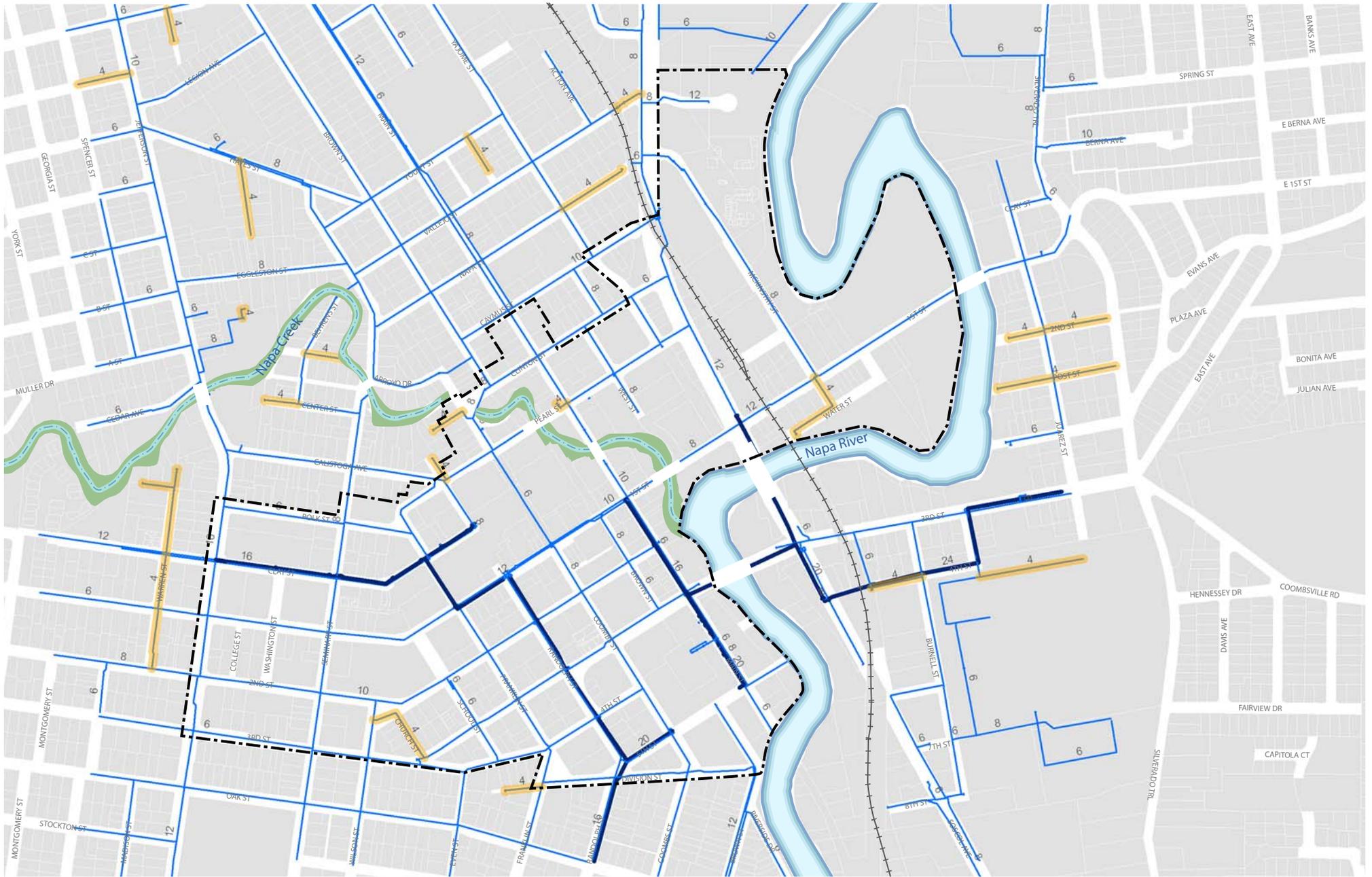
WATER DEMAND FOR CITY OF NAPA BY CUSTOMER TYPE



LAND USE IN PLANNING AREA BY NUMBER OF PARCELS



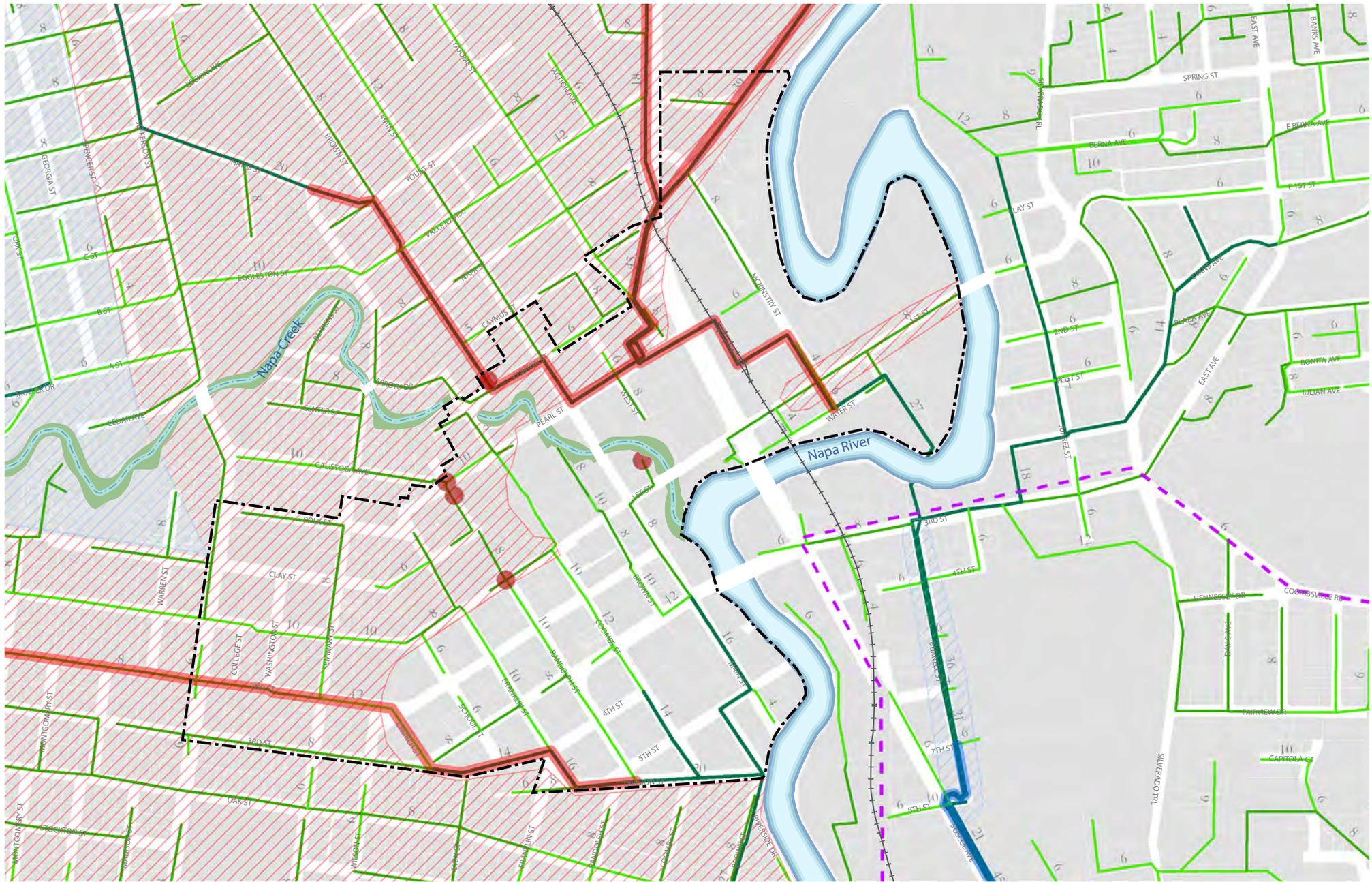
### 5.3 Planning Area Land Use and City-Wide Water Demand



- Planning Area
- Railroad
- 8 Pipe Diameter
- Parcel
- Water Distribution Main
- Park
- Water Transmission Line
- Water
- 4" Diameter Water Line



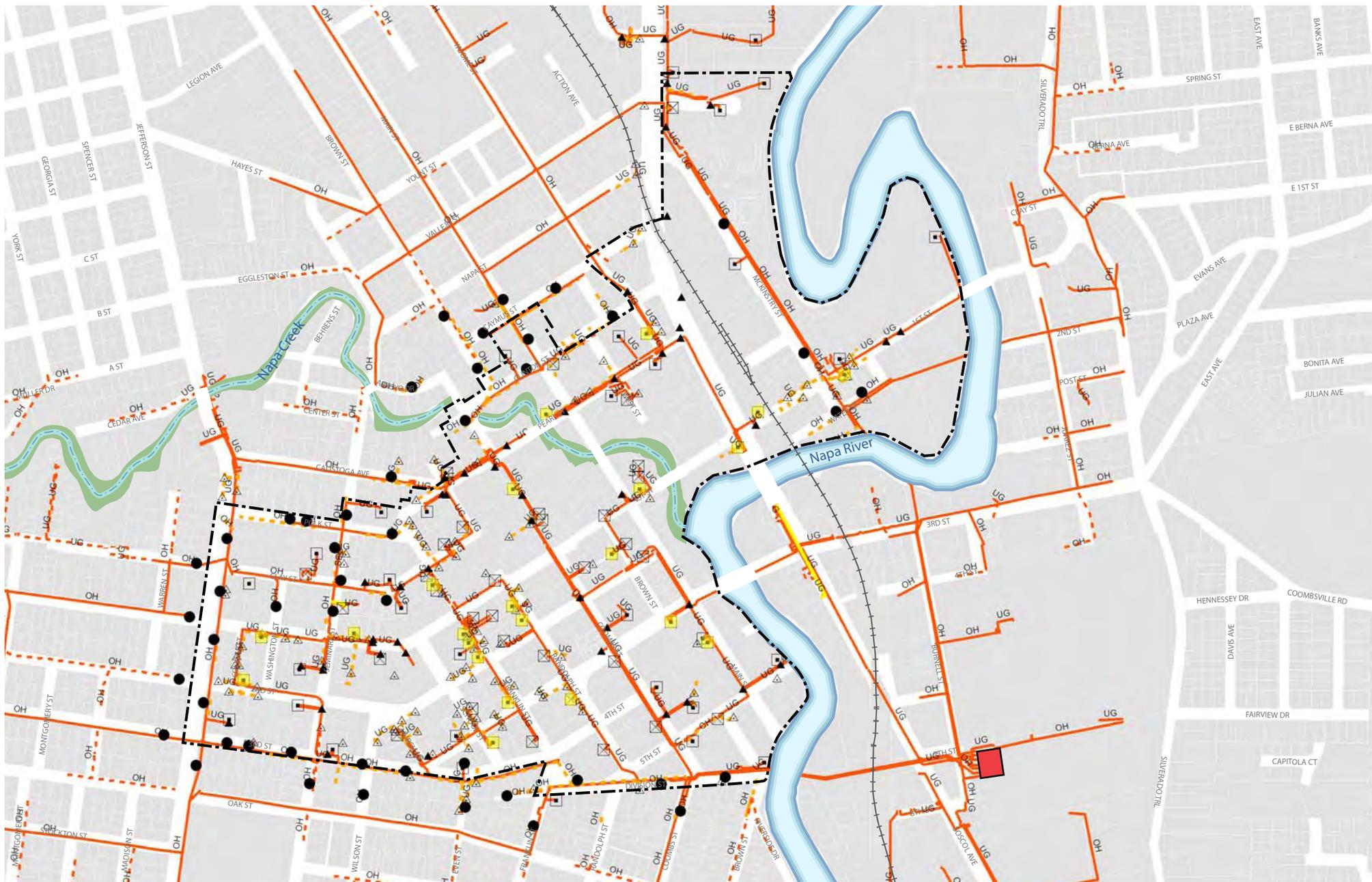
## 5.4 Water System



- |               |                              |   |   |
|---------------|------------------------------|---|---|
| Planning Area | Railroad                     | High Priority Capacity Upgrade            | Critical Area A: High Priority Area Targeted for Infiltration Rehab |
| Parcel        | Sanitary Sewer Trunk Lines   | Moderate Priority Capacity Upgrade        | Critical Area C: Low Priority Area Targeted for Infiltration Rehab  |
| Park          | Sanitary Sewer Local Lines   | Low Priority Capacity Upgrade             | 8 Pipe Diameter   |
| Water         | Proposed Recycled Water Line | Location of Sanitary Sewer Overflow Event |   |



## 5.5 Wastewater System

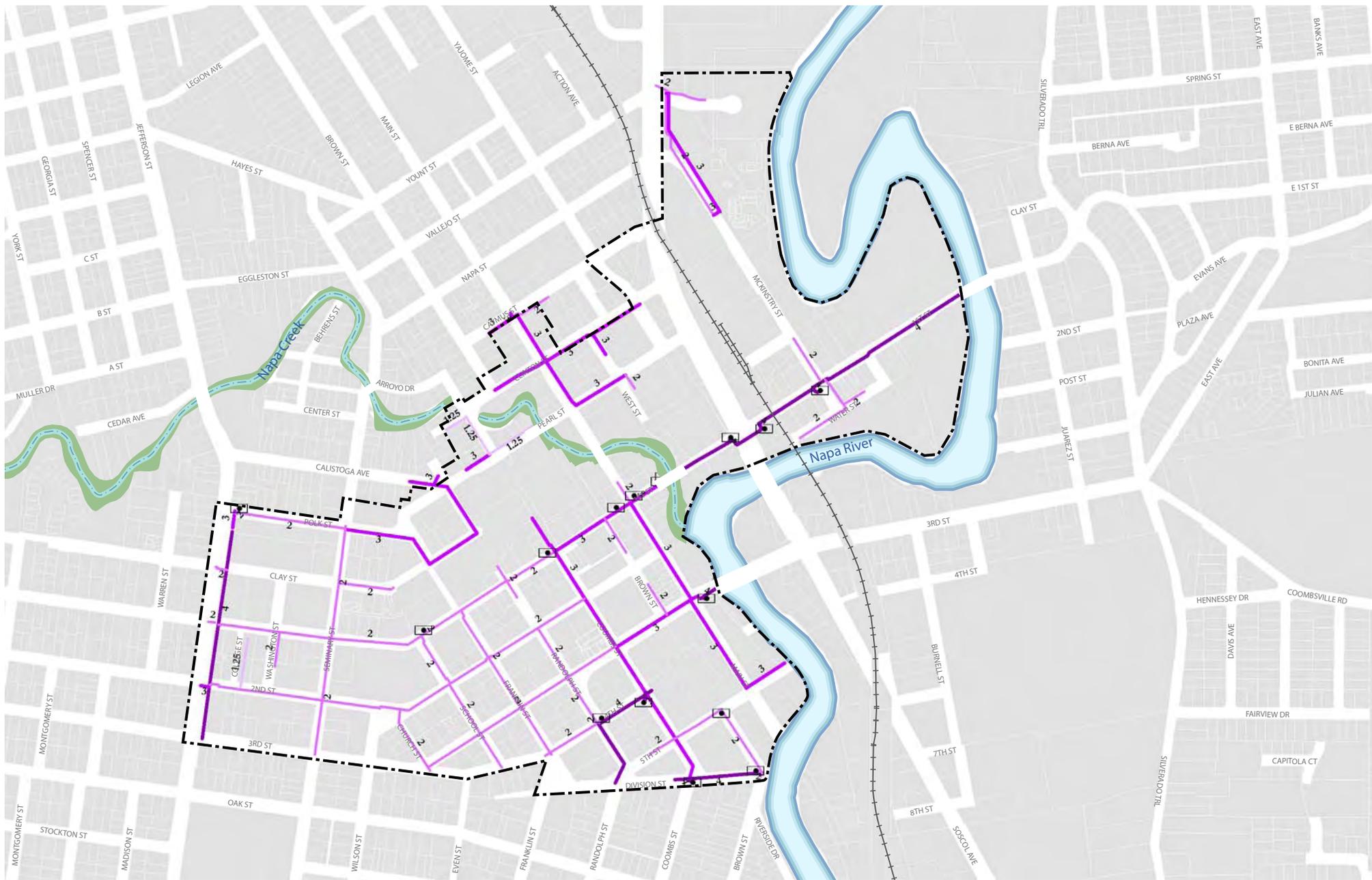


- |               |                                     |                                     |                           |
|---------------|-------------------------------------|-------------------------------------|---------------------------|
| Planning Area | Railroad                            | Three-Phase Secondary Electric Line | Underground Electric Line |
| Parcel        | Three-Phase Primary Electric Line   | Transformer- Pad Mounted            | Overhead Electric Line    |
| Park          | Single Phase Primary Electric Line  | Transformer- Subsurface             | PG&E Substation           |
| Water         | Three-Phase Secondary Electric Line | Transformer- Overhead               |                           |



## 5.6 Electric

DOWNTOWN NAPA SPECIFIC PLAN



- Planning Area
- Railroad
- Parcel
- Gas Line
- Park
- Electrolysis Test Station
- Water
- Line Size

## 5.7 Gas

## VI. Next Steps

This existing conditions report provides a brief overview of the Planning Area's overall assets, issues and opportunities. It documents the prevailing conditions that the community faces today. However, it is not an exhaustive analysis of all factors affecting the Planning Area and City.

The Downtown core's diverse existing uses, natural features, historic buildings, development opportunities, overall strategic location in the Napa Valley, and other factors are all strong assets on which to build. With a strong community vision and the appropriate land use and zoning tools to shape the future, Downtown can continue to establish itself as the gateway to the Napa Valley, and the heart of Napa. The Plan will be a comprehensive, visionary framework for building on Downtown's assets, employing sustainable design techniques, ensuring context-sensitive development, and fostering economic vitality, all in support of achieving the community's vision.

The next steps in the planning process involve engaging stakeholders and community members in visioning and defining the elements and characteristics of the Planning Area for the future. These ideas and insights will serve as the foundation for shaping the recommendations and strategies that will be developed later in the project.

# Appendices

Appendix A: General Plan Policies Relating to Downtown Napa

Appendix B: Economic Analysis Appendices

Appendix C: Environmental Setting

Appendix D: Stakeholder Focus Group Interviews Summary

Appendix E: Community Web-Based Survey Results

# Appendix A:

## General Plan Policies Relating to Downtown Napa

The City of Napa's 2020 General Plan includes many goals, policies and implementation programs relating to Downtown Napa and the Planning Area. The following list includes relevant excerpts from the City's 2020 General Plan as it relates to the Planning Area in the different topics of land use, transportation, parks and recreation, historic preservation, economic development and housing.

### LAND USE ELEMENT

Policy LU-1.3 The City shall recognize downtown as an important asset of the city and seek to strengthen and revitalize it.

**GOAL LU-6 To improve the vitality and character of downtown through planning, design, business-community partnerships, and City programs and projects that encourage a variety of social, entertainment, cultural, retail, administrative, and government uses.**

#### POLICIES

LU-6.1 The City shall require retail and commercial uses to orient to the sidewalk or public spaces and to maintain an active street frontage in the pedestrian-oriented parts of downtown.

LU-6.2 The City shall work with local preservation groups and downtown property owners to improve building facades and exteriors consistent with the historic and visual character of downtown.

LU-6.3 The City shall promote the continued rehabilitation and reuse of historic downtown structures through financial assistance packages and other mechanisms, including assistance from the Napa Redevelopment Agency.

LU-6.4 The City shall promote riverfront development that reorients downtown to the Napa River and shall encourage creative designs during the development review process.

LU-6.5 The City shall provide for development of hotel and conference facilities in the downtown area. The City shall encourage any hotel developer to tie the facility to downtown and riverfront restoration through physical improvements and joint promotional involvement.

LU-6.6 The City shall enhance public access to the downtown, including a stronger link to downtown residential neighborhoods, through improvements to directional signs, roads, transit, and pedestrian and bike trails along streets and the river.

- LU-6.7. The City shall promote 24-hour activity in the downtown, by allowing development that mixes residential and commercial uses in the same structures and supporting entertainment and cultural uses in the downtown.
- LU-6.8. The City shall identify key entry points and blighted conditions on the edges of downtown and support programs and projects that enhance downtown gateways and transitional zones between downtown and surrounding neighborhoods. The City shall seek to remove blighting conditions at key entry points to make downtown more inviting for residents and visitors.
- LU-6.9. The City shall support government and private projects that improve the public spaces of downtown to better serve the cultural, recreational and special event needs of the city. Where feasible and practical, the City shall promote integration of public open space with adjacent private business to create active environments.
- LU-6.10 The City shall continue to support development of public amenities along the Napa Riverfront such as parks, plazas, trails, docks and landscaping.
- LU-6.11 The City shall support appropriate infrastructure improvements for downtown, including those outlined in the Redevelopment Agency's Five-Year Implementation Plan.
- LU-6.12 The City and Redevelopment Agency shall prepare incentive programs and regulatory ordinances that stimulate public and private investment in the downtown.
- LU-6.13 The City shall support and encourage the development of art and cultural institutions in the downtown area.

#### IMPLEMENTATION PROGRAMS

- LU-6.A The City shall prepare a plan, including land use goals, a business incentive program, and design guidelines to promote high quality private and public development and redevelopment in the downtown. The plan should address design alternatives that would better incorporate the Napa River as a commercial and recreational focus for downtown.
- LU-6.B The City shall prepare and adopt zoning and other code modifications that encourage 24-hour activity in the downtown, including mixed uses within structures and supporting entertainment and cultural uses downtown.
- LU-6.C The City shall prepare a strategy to upgrade the downtown parking garages, including increased lighting and repainting, and ongoing maintenance and monitoring of the elevators.

LU-6.D The City and Redevelopment Agency shall develop programs to encourage historic building restoration and existing building reuse such as streamlined processing procedures, and facade and seismic retrofitting programs.

LU-6.E The City and Redevelopment Agency shall investigate programs and regulatory procedures to stimulate the rehabilitation and reuse of vacant downtown buildings.

LU-6.F The City and Redevelopment Agency shall work with existing organizations, professional groups, and agencies in the downtown to develop a targeted recruitment and retention strategy and a plan to promote and market the city as a viable place for business.

**GOAL LU-8 To promote the development of projects with a mix of uses to reduce the need for automobile travel and improve their vitality.**

Policy LU-8.2 The City shall promote the renovations and reuse of existing buildings in the downtown and mixed use areas.

Program LU-8.B The City shall develop zoning incentives that encourage mixed use redevelopment in the downtown area through the reuse of existing buildings.

**GOAL LU-9 A restored, healthy, living Napa River which is the vibrant central defining feature of Downtown and the City of Napa.**

Policy LU-9.1 The City shall recognize the dynamic opportunities created by the Napa River Flood Management Project in its plans for Downtown and the river corridor.

## General Plan Land Use Designations

**DC - Downtown Commercial:** This designation applies to the city's historic commercial area and provides for retail, administrative and other offices, institutional, recreational, entertainment, arts and cultural uses, hotels, conference facilities, transportation and communication facilities, public and quasi-public uses, and similar and compatible uses. Higher density residential uses and mixed residential/commercial uses are also permitted. Residential densities should range from 10 to 40 units per acre. The FAR shall not exceed 1.25; however, an increase in FAR up to 4.0 and densities up to 45 units per acre may be allowed on a case by case basis at the discretion of the City, provided the project is compatible with the massing and character of surrounding commercial activities, does not compromise key views in the downtown and does not impact the historic qualities of any structure or feature in the downtown. Projects that are proposed at the higher end of the FAR must also demonstrate that they are of a superior design to justify the additional floor area ratio or density.\*\*

**MU -Mixed Use:** This designation provides for a functionally integrated mix of retail commercial, office, possible light manufacturing, and attached residential uses. Cultural, hospitality, entertainment and visitor oriented uses that complement and support the Downtown are also allowed at appropriate locations. On key larger sites, a mix of uses, including residential uses, is strongly encouraged and may be required. On smaller sites, individual uses may be approved, but there is to be a mix of uses in the surrounding area, and creative mixed use projects are encouraged; consideration of smaller sites shall include an evaluation whether an adequate mix of uses has been provided. Residential densities shall range from 10 to 40 units per acre. The FAR shall not exceed 2.00. In the “transit village” subarea of MU-532 north of Eighth Street and east of Soscol Avenue, and the Borreo property, an increase in FAR up to 2.0 and densities up to 45 units per acre may be allowed on a case-by-case basis at the discretion of the City, provided the development provides a high-quality design that fits with and enhances the site context, and helps create a vibrant transit-and river-oriented residential mixed use district\*\*.

**RO- Residential Office:** This designation applies to mixed residential office areas. It provides for residential uses and also allows offices oriented to provision of business of business and professional services, live/work, residential/office mixed uses, bed and breakfast inns, and public and quasi public uses. This designation is meant to encourage residential uses; office conversions of residential uses are discouraged and shall be evaluated based on factors such as residential vacancy rates, neighborhood compatibility, etc. Such areas are to be compatible with the design character of the surrounding neighborhood with residential densities up to 15 units per acre. The FAR shall not exceed 0.40.\*\*

**PS – Public Serving:** This designation provides for public and quasi-public sites dedicated to community serving purposes, such as government offices and related community services facilities, citywide and community parkland, public schools of all levels and private schools with a significant enrollment and public health facilities. Conference, exhibition, entertainment and other public gathering uses may also occur in large facilities such as those at the Napa Valley Expo. Up to 0.40 FAR allowed, except as follows. Residential, mixed use or residential mixed use may also be permitted with a Use Permit on an ancillary portion of the Napa Valley Expo sites as described in the 2003 Expo Land Use Concept consistent with the adjacent Mixed Use designation density and FAR.

*\*\* In the Local Commercial, Community Commercial, Business Professional, Downtown Commercial, Residential Office and Mixed Use land use categories, when mixed residential and non-residential use projects are proposed, the FAR and density limits shall be additive.*

## TRANSPORTATION ELEMENT

### POLICIES

- T-2.1 The City shall ensure that traffic levels of service (LOS) will not exceed midrange LOS D at all signalized intersections on arterial and collector streets with the following exceptions, where midrange LOS E will be permitted:
- a. Downtown Napa within the area bounded by Soscol Avenue, First Street, California Boulevard and Third Street;
- T-2.7 The City shall restudy the access to and circulation in the downtown area to determine the optimum solution to vehicle circulation that will coordinate with downtown improvement projects while providing for the circulation needs of the local citizen as well as the visitor. *(Also see LU-6.6 and HR-4.6)*
- T-5.8 The City shall evaluate the operation of facilities and continue to support the most efficient and convenient location for transfer and operational facilities, with supplemental facilities for transfers at key locations. The City shall continue to coordinate the route structure so that buses meet downtown for convenient transfers.
- T-5.11 The City shall consider available sites downtown for possible use as a satellite or replacement terminal and/or operational facilities, and establish priorities for reserving these sites for such use in the future.
- T-6.2 The City shall apply for funding to undertake bicycle network route improvements that include the following components:
- c. Connections to employment centers and shopping areas: downtown, corporate park, Trancas, State Hospital
- GOAL T-9 To provide an interconnected pedestrian network providing safe access between residential areas, public uses, shopping, and employment centers, with special attention to a high quality downtown pedestrian environment with links to neighborhoods.**

#### POLICIES

- T-9.4 The City shall connect the city's major planned trails (*as identified in Chapter 5, Parks and Recreation*), to the proposed regional Ridge and Bay Trails, connecting all of these major pedestrian and bicycle routes to downtown.
- T-9.5 The City shall maintain a pedestrian-oriented downtown area, with retail uses oriented to the sidewalk.

## PARKS AND RECREATION ELEMENT

#### POLICIES

- PR-6.4 The City shall link the Napa River Trail to other trails, parklands and community resources including downtown and river-oriented businesses.
- PR-7. A The City shall institute an Art in Public Places program in the City's downtown core.

## HISTORIC PRESERVATION ELEMENT

**GOAL HR-4 To achieve a vital downtown that reflects its historic urban form and setting, offering a mix of old and new buildings.**

### POLICIES

- HR-4.1 The City shall promote the preservation of the historic urban form of the downtown. Historic heights, street faces and building massing shall be supported by new development.
- HR-4.2 The City shall evaluate historic unreinforced masonry (URM) buildings and wood framed structures in accordance with the provisions of the *State Historical Building Code* and provide for mitigation of URM hazards.
- HR-4.3 The City shall take advantage of the historic setting of downtown, and encourage lively, interactive uses throughout the day and into the evening.
- HR-4.4 The City shall support the downtown Facade Improvement Program to improve building fronts based upon historic commercial building design guidelines. Restoration could include the removal of facades which have been applied in the past to "update" structures.
- HR-4.5 The City shall maintain and restore City-owned properties identified as landmarks, within an historic district, or listed on the National Register of Historic Places.
- HR-4.6 The City shall work with the local tourism industry to support and foster historic resources as a destination, demonstrating that cooperation with the preservation community will improve the quality of the visitors' experience.

### IMPLEMENTATION PROGRAMS

- HR-4.A The City shall prepare design guidelines for the downtown to guide future development and restoration efforts.
- HR-4.B The City shall develop and adopt an unreinforced masonry building (URM) hazard mitigation program.

HR-4.C The City shall identify historic signs, including painted wall signs, signs as architectural features, and historic neon signs, and provide incentives for their protection.

## ECONOMIC DEVELOPMENT ELEMENT

### POLICIES

ED-3.5 The City shall support the development and expansion of specialty retail businesses in Downtown that cater to visitors and residents alike. Off-price and discount stores are discouraged in Downtown due to high square footage and parking requirements that are unlikely to be accommodated there.

ED-3.7 Recognizing the importance of Downtown to the city's image, the City shall ensure that Downtown infrastructure, public facilities, and public areas are well maintained. The City shall also provide ongoing code enforcement in Downtown.

ED-3.8 The City shall support creative public and private solutions to providing parking facilities and non-automobile access to Downtown. The City shall strive to maintain an adequate inventory of parking facilities Downtown.

ED-3.9 The City and Redevelopment Agency shall work closely with the Napa County Flood Control and Water Conservation District and U.S. Army Corps of Engineers to ensure the Downtown Reach of the Flood Protection Plan is consistent with the City's waterfront vision, maximizes pedestrian access to the riverfront, and ensures continuity of design among all the flood protection features including the river trail, bypass channel, flood walls, bridges, and Veteran's Park.

ED-3.11 The City shall support the development of additional entertainment venues, special events, and recreational opportunities in the downtown area.

ED-3.12 The City shall continue to recognize the importance of historic downtown residential neighborhoods as an asset to the economic viability of the downtown commercial area and foster an improved physical relationship between these two areas while preserving the qualities of the historic neighborhoods.

### IMPLEMENTATION PROGRAMS

ED-3.A The City shall work with the Napa Valley Economic Development Corporation, the Napa Downtown Association, brokers, property owners, retailers, and lenders to develop a recruitment/marketing strategy for a diversity of retail businesses in the city, including specific retail recruitment targets, locational requirements, available sites, and possible incentive packages. Initial targets should include: restaurants/ specialty

food stores; home furnishings; home improvements; new cars; and apparel, shoe, gift, jewelry, music, cameras/electronic stores, and entertainment venues.

- ED-3.B The City shall establish a Downtown maintenance fund with revenue generated by new hotels.
- ED-3.C The City shall regularly evaluate parking and access needs Downtown in light of the growing local- and visitor-shopper base.
- ED-3.D The City shall coordinate efforts with the Chamber of Commerce, the Napa Downtown Association, and Napa Valley Economic Development Corporation to provide information and assistance to existing merchants in terms of market trends affecting their businesses and developments at competitive commercial centers in the region.
- ED-3.E The City shall prepare a mitigation plan aimed at minimizing the potential disruption to businesses caused by the construction that will be a part of the Flood Protection Project. Among other issues, the plan shall provide for ample notice to property owners and tenants of construction schedules and disruptions.
- ED-3.F The City shall designate an ombudsman to assist property owners and tenants throughout the construction process in addressing the impacts of the Flood Protection Project.
- ED-3.G The City and Redevelopment Agency shall adopt and implement design guidelines requiring high-quality public and private development along the Downtown riverfront, Soscol Avenue, and Silverado Trail, and in the Oxbow District.
- ED-3.H The City shall investigate the formation and marketing of a downtown arts and cultural district.

#### POLICIES

- ED-4.3 The City shall support the activities of the Napa Valley Expo to develop as a mixed-use facility with a conference center hotel that complements historic downtown. If the Napa Expo plans do not ultimately include a major convention and visitors facility, the City shall promote the development of such a venue elsewhere in the city.
- ED-4.4 The City shall promote and facilitate hotel development within the city limits, particularly in Downtown. The City's hotel development strategy shall encompass a variety of lodging types to meet the needs of the diverse visitor market attracted to the Napa Valley. The City should specifically promote hotel development that includes meeting facilities for small conferences.

ED-4.5 The City shall work with the Napa Downtown Association and the Napa Premium Stores to develop stronger linkages and referrals to local businesses.

#### IMPLEMENTATION PROGRAMS

ED-4.B The City shall identify potential hotel site(s) within the city, particularly in Downtown; evaluate the hotel market to determine the best type of hotel(s) for the site(s); and work with the property owners to overcome potential barriers to development and market the site(s). The City shall consider conference space in conjunction with the evaluation of hotel uses.

## HOUSING ELEMENT (DRAFT)

#### POLICIES

H2.5 **Specific Plans.** The City shall promote Specific Plans or similar community visioning processes for Downtown and other neighborhoods to identify use and design objectives specific to these areas. Specific plans should:

- a. Include housing goals.
- b. Incorporate fast track process provisions for subsequent projects that are consistent with the plan.
- c. Identify those sites which are desirable for residential or residential mixed use.
- d. Be developed through an effective and collaborative community involvement process (consistent with Policy H1.15).
- e. Be clear and easily implemented.
- f. As appropriate, identify desired three-dimensional qualities and allow density to fit within that envelope.
- g. Include standards to assure that identified housing goals will happen, such as identifying the mix of uses, minimum density standards, or a percentage of affordable units, and a minimum number of housing units by type.

H2.15 **Sustainable Development Patterns.** The City shall promote and encourage mixed use and higher density development patterns Downtown and in other suitable locations to facilitate resident pedestrian, bicycle and transit access to daily services, recreation and jobs. In addition, green building programs shall be strengthened.

H1.11 **Air Rights Development.** The City shall promote residential and/or mixed use residential/nonresidential "air rights" development over City parking lots.

- H1.13. **Priority for Housing on Surplus City Sites.** The City shall give high priority for affordable housing (or affordable housing as part of a mixed use project) when city owned sites become surplus. These include the City Corporation Yard site should that site become surplus, and the City Community Service Building property should a consolidated City Hall complex be constructed.
- H1.14. **Surplus Institutional Lands.** The City shall encourage redevelopment of surplus institutional lands (including School District, Sanitation District, College, County, Caltrans, churches) with affordable housing or affordable housing as part of a mixed use project.
- H2.7 **Adaptive Reuse.** The City will encourage adaptive reuse of vacant buildings in mixed use general plan categories with residential/mixed use projects where feasible and appropriate.
- H3.3 **Livable Neighborhoods.** The City shall promote the concept of “whole livable neighborhoods” by prioritizing excellent pedestrian and bicycle access, and by encouraging – or seeking to retain or expand – daily services and recreation areas, parks, trails, gathering places, etc. near residential neighborhoods, particularly higher density neighborhoods.
- H3.11 **Safe and Pleasant Circulation Opportunities and Maintenance.** The City will strengthen ways to assure pleasant walking and bicycling opportunities and connections, smooth streets and ease of access. The following means, in addition to others, will be considered in achieving the city’s intent:
- a. Residential development plans and Specific Plans shall emphasize walking and bicycling and transit opportunities.
  - b. All area master plans and Specific Plans shall incorporate financing programs for infrastructure improvements and ongoing maintenance.
- H3.12 **Rental Conservation.** The City shall protect and conserve its rental housing stock

#### IMPLEMENTATION PROGRAMS

- H1.B **Future Land Use Planning.** The City shall address long-term housing needs in collaboration with the community through future Specific Plans or other Land Use plan updates, targeting Downtown, major transportation corridors near services, large sites greater than 20 acres where services and transit can potentially be incorporated, and sites identified for potential future change in this Housing Element (see Background or Appendix B). All such plans shall specifically consider appropriateness of sites for multi family use.

- H3.Q **Mixed Use Livability.** The City shall develop guidelines for residential mixed use developments that address residential storage needs, noise attenuation, and other criteria to provide a quality living environment.
- H5.A **Minimum Densities.** To provide adequate sites for future needs, the Element includes, prior to adoption, actions to increase minimum densities from 10 to 20 units/acre for the Downtown Commercial Area (DC 486), and the Oxbow Mixed Use Area (MU 485), among others. Maximum densities are not changed.
- H5.N **Community Outreach Efforts.** The City shall increase Community outreach and educational efforts, including use of the City’s website, by:
- c. Using the Downtown and other Specific Plan processes to create broad community based visions that include opportunities for housing.

Implementing programs also propose, among other actions, to assist construction of new rental and ownership units and rehabilitation of existing units, and to acquire sites for housing;

# Appendix B:

## Economic Analysis Appendices

Appendix A  
Household Spending Patterns in Bay Area (2005-2006\$)  
In Thousands of Dollars  
Downtown Napa Specific Plan: Market Assessment; EPS #18587

Retail Category	Average Annual Expenditures (1)	% of Income
Expenditure Survey Participant Income before Taxes (1)	\$90,781	
Average Annual Expenditures in San Francisco (1)	\$66,344	
Annual Expenditures as % of Income	73%	
<b><u>Retail Expenditures</u></b>	<b><u>\$28,567</u></b>	<b><u>31%</u></b>
<b>Apparel</b>	<b>\$2,524</b>	2.8%
<b>Uncategorized</b>	<b>\$2,163</b>	2.4%
Personal Care Products	734	0.8%
Reading	205	0.2%
Tobacco	151	0.2%
Miscellaneous	1,073	1.2%
		0.0%
<b>Food and Beverage</b>	<b>\$8,699</b>	9.6%
Food at Home	4,173	4.6%
Food away from Home	3,769	4.2%
Alcoholic Beverages	757	0.8%
<b>Housing &amp; Building Related Merchandise</b>	<b>\$3,039</b>	3.3%
Housekeeping Supplies	625	0.7%
Household Furnishings and Equipment	2,414	2.7%
<b>Automobiles</b>	<b>\$9,062</b>	10.0%
Vehicle Purchases	3,492	3.8%
Gasoline and Motor Oil	2,309	2.5%
Other Vehicle Expenses	3,261	3.6%
<b>Entertainment</b>	<b>\$3,080</b>	3.4%
<b><u>Non-Retail Expenditures</u></b>	<b><u>\$37,776</u></b>	<b><u>42%</u></b>
<b>Housing</b>	<b>\$23,344</b>	25.7%
Shelter	18,845	20.8%
Utilities, Fuels, and Public Services	2,925	3.2%
Household Operations	1,574	1.7%
<b>Transportation</b>	<b>\$1,017</b>	1.1%
<b>Health Care and Insurance</b>	<b>\$10,568</b>	11.6%
Health Care	2,820	3.1%
Insurance	7,748	8.5%
<b>Education</b>	<b>\$1,106</b>	1.2%
<b>Cash Contributions</b>	<b>\$1,741</b>	1.9%

(1) The BLS Consumer Expenditure Survey analyzes spending patterns of consumers throughout the U.S. and provides detail based on region of the country. The survey reports total amount spent per retail category as shown in this table.

(2) EPS calculation.

Sources: U.S. BLS Consumer Expenditure Survey (2002-2003), Census 2000, and Economic & Planning Systems, Inc.

Appendix B  
 BLS Household Spending Estimates in BOE Categories  
 Downtown Napa Specific Plan: Market Assessment; EPS #18587

BOE Category	%	BLS Category	Amount	% of Income
Average Participant Household Income before Taxes			\$90,781	100%
<b>Retail Category</b>				
Apparel Stores	75%	Apparel	\$1,893	2.09%
General Merchandise Stores	100%	Personal Care Products	\$734	0.81%
	100%	Reading	\$205	0.23%
	100%	Tobacco	\$151	0.17%
	75%	Miscellaneous	\$805	0.89%
	50%	Housekeeping Supplies	<u>\$313</u>	<u>0.34%</u>
<i>Subtotal</i>			\$2,207	2.43%
Home Furnishings and Appliances	50%	Housekeeping Supplies	\$313	0.34%
	25%	Household Furnishings and Equipment	<u>\$604</u>	<u>0.66%</u>
<i>Subtotal</i>			\$916	1.01%
Bldg. Matrl. And Farm Implements	75%	Household Furnishings and Equipment	\$1,811	1.99%
Auto Dealers and Auto Supplies	100%	Vehicle Purchases	\$3,492	3.85%
	50%	Other Vehicle Expenses	<u>\$1,631</u>	<u>1.80%</u>
<i>Subtotal</i>			\$5,123	5.64%
Other Retail Stores (1)	25%	Apparel	\$631	0.70%
	25%	Miscellaneous	\$268	0.30%
	50%	Alcoholic Beverages	\$379	0.42%
	25%	Other Vehicle Expenses	\$815	0.90%
	50%	Entertainment	<u>\$1,540</u>	<u>1.70%</u>
<i>Subtotal</i>			\$3,633	4.00%
Food Stores	100%	Food at Home	\$4,173	4.60%
	25%	Alcoholic Beverages	<u>\$189</u>	<u>0.21%</u>
<i>Subtotal</i>			\$4,362	4.81%
Eating and Drinking Places	100%	Food away from Home	\$3,769	4.15%
	25%	Alcoholic Beverages	\$189	0.21%
	50%	Entertainment	<u>\$1,540</u>	<u>1.70%</u>
<i>Subtotal</i>			\$5,498	6.06%
Service Stations	100%	Gasoline and Motor Oil	\$2,309	2.54%
	25%	Other Vehicle Expenses	<u>\$815</u>	<u>0.90%</u>
<i>Subtotal</i>			\$3,124	3.44%
<b>Total</b>			<b>\$28,567</b>	<b>31%</b>

(1) Includes specialty stores; packaged liquor stores; second-hand merchandise; fuel and ice dealers; mobile homes, trailers, campers; boat, motorcycle, and plane dealers; and business and personal services.

Source: BLS; Economic & Planning Systems, Inc.

# Appendix C: Environmental Setting

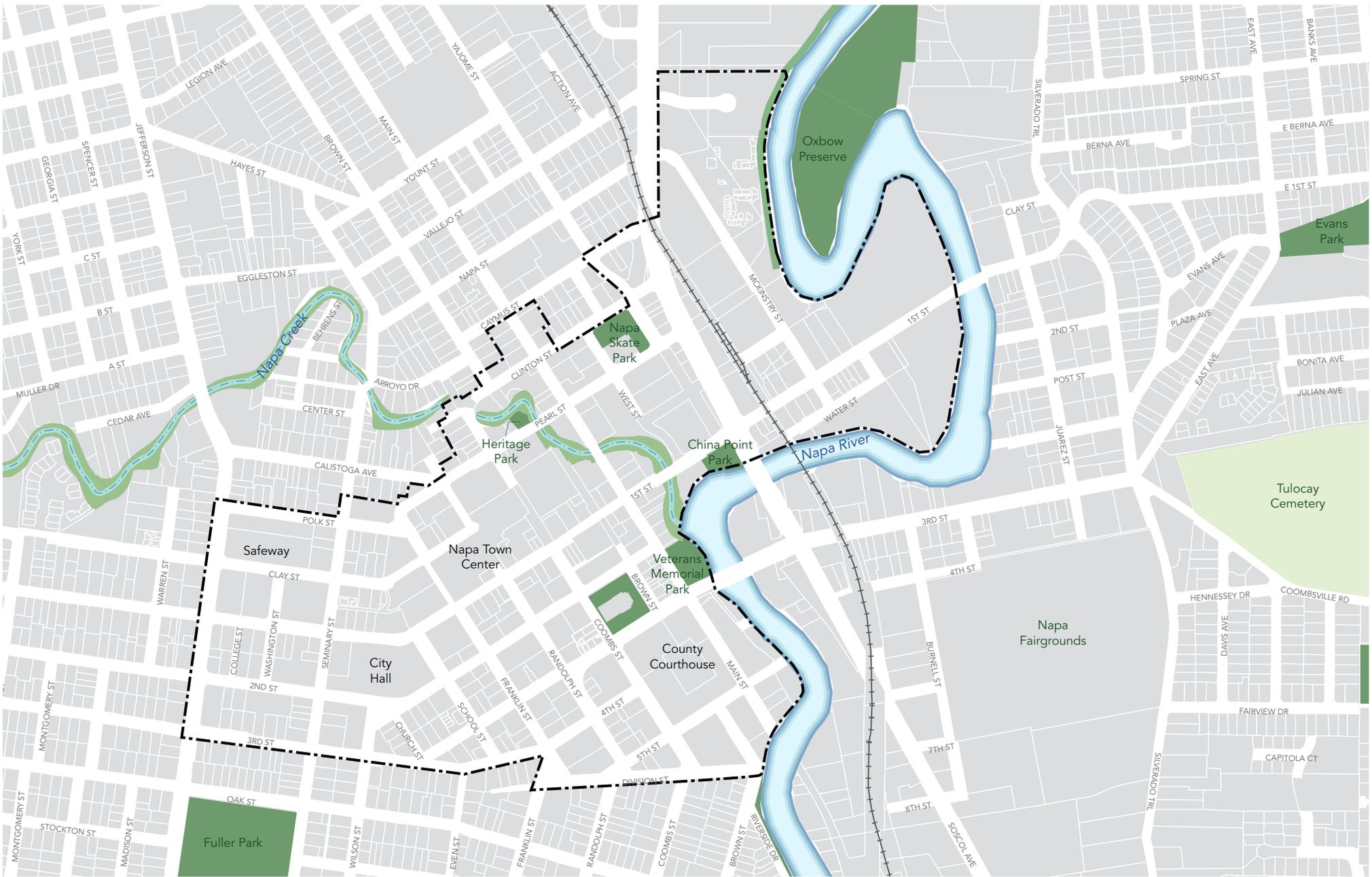
## 1. Introduction

This existing conditions study has been prepared to provide the public and responsible trustee agencies with information about the environmental setting for the proposed Downtown Napa Specific Plan. Located in the southern part of the City of Napa, the Downtown Specific Plan study area is compact, comprised of 125 acres and about 55 blocks developed largely in a traditional grid pattern, generally bounded by the Napa River on the east, Division Street on the south, Jefferson Street on the west, and roughly Polk, Caymus and Vallejo Streets on the north (see Figure 1). This existing conditions study is part of a larger submittal that addresses the environmental setting in the project area.

Existing conditions presented in this study provide a general environmental setting of Downtown Napa and include:

- Air Quality and Climate Change;
- Biological Resources;
- Geology and Soils;
- Hazardous and Hazardous Materials;
- Hydrology and Water Quality;
- Noise and Acoustics; and
- Cultural Resources

These existing conditions will also be used a foundation for preparation of subsequent documents, including the Downtown Specific Plan and the accompanying environmental impact report (EIR) required of the project by the California Environmental Quality Act (CEQA).



- Planning Area
- Parcels
- Park
- Other Open Space
- Water
- Railroad



# Planning Area

DOWNTOWN NAPA SPECIFIC PLAN



## 2. AIR QUALITY AND CLIMATE CHANGE

### INTRODUCTION

This section describes the existing air quality in Napa, reviews applicable regulatory requirements, and evaluates the potential impacts associated with the implementation of the Downtown Napa Specific Plan (the project). Specifically, the section discusses the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations of the type and quantity of emissions that would be generated by the construction and operation of development proposed by the project. This section considers the effects of emissions of criteria air pollutants, toxic air contaminants (TACs) and greenhouse gases (GHGs).

### SETTING

#### *Regulatory Setting*

Established federal, state, and regional regulations provide the framework for analyzing and controlling air pollutant emissions and thus general air quality. The United States Environmental Protection Agency (EPA) is responsible for implementing the programs established under the federal Clean Air Act, such as establishing and reviewing the federal ambient air quality standards and judging the adequacy of State Implementation Plans (SIP). However, the EPA has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented. In California, the California Air Resources Board (ARB) is responsible for establishing and reviewing the state ambient air quality standards, developing and managing the California SIP, securing approval of this plan from U.S. EPA, and identifying TACs. ARB also regulates mobile emissions sources in California, such as construction equipment, trucks, and automobiles, and oversees the activities of air quality management districts, which are organized at the county or regional level. An air quality management district is primarily responsible for regulating stationary emissions sources at facilities within its geographic areas and for preparing the air quality plans that are required under the federal Clean Air Act and California Clean Air Act. The Bay Area Air Quality Management District (BAAQMD) is the regional agency with regulatory authority over emission sources in the nine county San Francisco Bay Area (Bay Area), which includes all of San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Marin, and Napa counties and the southern half of Sonoma and southwestern half of Solano counties.

The regulatory setting for each of the three classes of air pollutants, criteria pollutants, TACs and GHGs, is discussed below.

#### *Regulatory Setting for Criteria Pollutants*

As required by the federal Clean Air Act passed in 1970, the U.S. EPA has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. EPA calls these pollutants criteria air pollutants because the

agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM), and lead are the six criteria air pollutants.

**Ozone.** Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving volatile organic compounds (VOCs, also called reactive organic gases (ROG)), such as xylene, and nitrogen oxides (NO<sub>x</sub>), such as nitric oxide. ROG and NO<sub>x</sub> are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources of ROG and NO<sub>x</sub> under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall, when the long sunny days combine with regional subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone. Ground level ozone in conjunction with suspended particulate matter in the atmosphere leads to hazy conditions generally termed as "smog".

Because of the number of state and federal standard exceedances (described in more detail below), ozone is the pollutant of greatest concern in the Bay Area. Bay Area counties experience most ozone exceedances April through October.

**Nitrogen Dioxide.** Nitrogen dioxide is an air quality concern because it acts a respiratory irritant and is a precursor of ozone. Nitrogen dioxide is produced by fuel combustion in motor vehicles, industrial stationary sources (such as industrial activities), ships, aircraft, and rail transit.

**Sulfur Dioxide (SO<sub>2</sub>).** Sulfur dioxide is a combustion product of sulfur or sulfur-containing fuels such as coal and oil, which are restricted in the Bay Area. Its health effects include breathing problems and may cause permanent damage to lungs. SO<sub>2</sub> is an ingredient in acid rain (acid aerosols), which can damage trees, lakes and property. Acid aerosols can also reduce visibility.

**Particulate Matter.** PM<sub>10</sub> and PM<sub>2.5</sub> consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. A micron is one-millionth of a meter, or less than one-25,000th of an inch. For comparison, human hair is 50 microns or larger in diameter. PM<sub>10</sub> and PM<sub>2.5</sub> represent particulate matter of sizes that can be inhaled into the air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of aerosol-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles (PM<sub>2.5</sub>) of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates also can damage materials

and reduce visibility. Large dust particles (diameter greater than 10 microns) settle out rapidly and are easily filtered by human breathing passages. This large dust is of more concern as a soiling nuisance rather than a health hazard. The remaining fraction, PM<sub>10</sub> and PM<sub>2.5</sub>, are a health concern particularly at levels above the federal and state ambient air quality standards. PM<sub>2.5</sub> (including diesel exhaust particles) is thought to have greater effects on health, because these particles are so small and thus, are able to penetrate to the deepest parts of the lungs. Scientific studies have suggested links between fine particulate matter and numerous health problems including asthma, bronchitis, acute and chronic respiratory symptoms such as shortness of breath and painful breathing. Recent studies have shown an association between morbidity and mortality and daily concentrations of particulate matter in the air. Children are more susceptible to the health risks of PM<sub>10</sub> and PM<sub>2.5</sub> because their immune and respiratory systems are still developing.

Mortality studies since the 1990s have shown a statistically significant direct association between mortality (premature deaths) and daily concentrations of particulate matter in the air. Despite important gaps in scientific knowledge and continued reasons for some skepticism, a comprehensive evaluation of the research findings provides persuasive evidence that exposure to fine particulate air pollution has adverse effects on cardiopulmonary health (Dockery and Pope 2006). The ARB has estimated that achieving the ambient air quality standards for PM<sub>10</sub> could reduce premature mortality rates by 6,500 cases per year (ARB, 2002).

PM<sub>10</sub> emissions in the project area are mainly from urban sources, dust suspended by vehicle traffic and secondary aerosols formed by reactions in the atmosphere. Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants.

**Lead.** Leaded gasoline (currently phased out), paint (houses, cars), smelters (metal refineries), manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects; children are at special risk. Some lead-containing chemicals cause cancer in animals.

**Carbon Monoxide.** Ambient carbon monoxide concentrations normally are considered a local effect and typically correspond closely to the spatial and temporal distributions of vehicular traffic. Wind speed and atmospheric mixing also influence carbon monoxide concentrations. Under inversion conditions, carbon monoxide concentrations may be distributed more uniformly over an area that may extend some distance from vehicular sources. When inhaled at high concentrations, carbon monoxide combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses.

Carbon monoxide concentrations have declined dramatically in California due to existing controls and programs and most areas of the state including the Station Area Plan region have no problem meeting the carbon monoxide state and federal standards. CO measurements and modeling were important in the early 1980s when CO levels

were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older polluting vehicles, fewer emissions from new vehicles and improvements in fuels. The clear success in reducing CO levels is evident in the first paragraph of the executive summary of the California Air Resources Board *2004 Revision to the California State Implementation Plan for Carbon Monoxide Updated Maintenance Plan for Ten Federal Planning Areas* (ARB, 2004), shown below:

“The dramatic reduction in carbon monoxide (CO) levels across California is one of the biggest success stories in air pollution control. Air Resources Board (ARB or Board) requirements for cleaner vehicles, equipment and fuels have cut peak CO levels in half since 1980, despite growth. All areas of the State designated as non-attainment for the federal 8-hour CO standard in 1991 now attain the standard, including the Los Angeles urbanized area. Even the Calexico area of Imperial County on the congested Mexican border had no violations of the federal CO standard in 2003. Only the South Coast and Calexico continue to violate the more protective State 8-hour CO standard, with declining levels beginning to approach that standard.”

**Ambient Air Quality Standards.** Regulation of criteria air pollutants is achieved through both national and state ambient air quality standards and emissions limits for individual sources. Regulations implementing the federal Clean Air Act and its subsequent amendments established national ambient air quality standards (national standards) for the six criteria pollutants. California has adopted more stringent state ambient air quality standards for most of the criteria air pollutants. In addition, California has established state ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Because of the meteorological conditions in the state, there is considerable difference between state and federal standards in California, as shown in **Table 1**. The table also summarizes the related health effects and principal sources for each pollutant.

The ambient air quality standards are intended to protect the public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, elderly, and people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels somewhat above the ambient air quality standards before adverse health effects are observed.

**TABLE 1  
AMBIENT AIR QUALITY STANDARDS AND BAY AREA ATTAINMENT STATUS**

Pollutant	Averaging Time	State Standard	Bay Area Attainment Status for California Standard	Federal Primary Standard	Bay Area Attainment Status for Federal Standard	Major Pollutant Sources
Ozone	8 hour	0.070 ppm	Non-Attainment	0.075 ppm	Non-Attainment	Formed when ROG and NOx react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/ industrial mobile equipment.
	1 hour	0.090 ppm	Non-Attainment	---	---	
Carbon Monoxide	8 hour	9.0 ppm	Attainment	9.0 ppm	Attainment	Internal combustion engines, primarily gasoline-powered motor vehicles
	1 Hour	20 ppm	Attainment	35 ppm	Attainment	
Nitrogen Dioxide	Annual Average	0.030 ppm	---	0.053 ppm	Attainment	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads
	1 Hour	0.180 ppm	Attainment	---	---	
Sulfur Dioxide	Annual Average	---	---	0.03 ppm	Attainment	Fuel combustion, chemical plants, sulfur recovery plants and metal processing
	24 Hour	0.04 ppm	Attainment	0.14 ppm	Attainment	
	1 Hour	0.25 ppm	Attainment	---	---	
Particulate Matter (PM10)	Annual Arithmetic Mean	20 µg/m3	Non-Attainment	---	---	Dust- and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays)
	24 hour	50 µg/m3	Non-Attainment	150 µg/m3	Unclassified	
Particulate Matter (PM2.5)	Annual Arithmetic Mean	12 µg/m3	Non-Attainment	15 µg/m3	Attainment	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
	24 hour	---	---	35 µg/m3	Non-Attainment	
Lead	Calendar Quarter	---	---	1.5 µg/m3	Attainment	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	30 Day Average	1.5 µg/m3	Attainment	---	---	

Note: ppm=parts per million; and µg/m3=micrograms per cubic meter

SOURCE: Bay Area Air Quality Management District, as of December 30, 2008, available at [http://www.baaqmd.gov/pln/air\\_quality/ambient\\_air\\_quality.htm](http://www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm); California Air Resources Board, 2001. ARB Fact Sheet: Air Pollution Sources, Effects and Control, <http://www.arb.ca.gov/research/health/fs/fs2/fs2.htm>, page last updated December 2005.

**Attainment Status.** Under amendments to the federal Clean Air Act, U.S. EPA has classified air basins or portions thereof, as either “attainment” or “non-attainment” for each criteria air pollutant, based on whether or not the national standards have been achieved. The California Clean Air Act, which is patterned after the federal Clean Air Act, also requires areas to be designated as “attainment” or “non-attainment” for the state standards. Thus, areas in California have two sets of attainment / non-attainment designations: one set with respect to the national standards and one set with respect to the state standards.

The Bay Area is currently designated “non-attainment” for state 1-hour and 8-hour ozone standards, the national 8-hour ozone standard and for the state PM<sub>10</sub> and PM<sub>2.5</sub> standards. The Bay Area is “attainment” or “unclassified” with respect to the other ambient air quality standards. Table 1 also shows the attainment status of the Bay Area with respect to the national and state ambient air quality standards for different criteria pollutants.

**Air Quality Plans.** The 1977 Clean Air Act amendments require that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve all standards specified in the Clean Air Act. The 1988 California Clean Air Act also requires development of air quality plans and strategies to meet state air quality standards in areas designated as non-attainment (with the exception of areas designated as non-attainment for the state PM standards). Maintenance plans are required for attainment areas that had previously been designated non-attainment in order to ensure continued attainment of the standards. Air quality plans developed to meet federal requirements are referred to as State Implementation Plans.

For state air quality planning purposes, the Bay Area is classified as a serious non-attainment area for ozone. The “serious” classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the Bay Area update the Clean Air Plan (CAP) every three years to reflect progress in meeting the air quality standards and to incorporate new information regarding the feasibility of control measures and new emission inventory data. The Bay Area’s record of progress in implementing previous measures must also be reviewed. Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG). On January 4, 2006, the BAAQMD adopted the most recent revision to the CAP - the *Bay Area 2005 Ozone Strategy* (BAAQMD, 2006). The *2005 Ozone Strategy* strives to implement all feasible measures on an expeditious schedule in order to reduce emissions of ozone precursors and consequently reduce ozone levels in the Bay Area and reduce transport to downwind regions.

In April 2005, ARB established a new eight-hour average ozone state standard of 0.070 parts per million (ppm). The new standard took effect in May 2006. The one-hour state standard was also retained. The San Francisco Bay Area has not attained the state eight-hour standards and will be taking action as necessary to address those standards as appropriate once the planning requirements have been established.

The BAAQMD is beginning the process to prepare the *2009 Bay Area Clean Air Plan*. This Plan will:

- Update the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement “all feasible measures” to reduce ozone;
- Consider the impacts of ozone control measures on particulate matter, air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures to be adopted or implemented in the 2009-2012 timeframe.

The current designation of the Bay Area is non-attainment with respect to the national 8-hour ozone standard, based on the now defunct 0.08-ppm 8-hour standard. In April 2004, the U.S. EPA designated the Bay Area as a “marginal” non-attainment area according to five classes of non-attainment areas for ozone, which range from marginal to extreme. Marginal non-attainment areas were not required to prepare attainment demonstrations for the 8-hour standard though other planning elements were required. The Bay Area was to address all requirements of the national 8-hour standard in subsequent documents. However, effective May 2008, the U.S. EPA lowered the national 8-hour standard from 0.08 to 0.075 ppm. EPA is expected to issue final designations based upon the new 0.075 ppm standard by March 2010, after which planning requirements on non-attainment areas will be imposed.

**Bay Area Air Quality Management District Rules and Regulations.** The BAAQMD is the regional agency responsible for rulemaking, permitting, and enforcement activities affecting stationary sources in the Bay Area. Specific rules and regulations adopted by the BAAQMD limit the emissions that can be generated by various activities, and identify specific pollution reduction measures that must be implemented in association with various activities. These rules regulate not only emissions of the six criteria air pollutants, but also toxic emissions and acutely hazardous non-radioactive materials emissions.

Emissions sources subject to these rules are regulated through the BAAQMD’s permitting process and standards of operation. Through this permitting process, including an annual permit review, the BAAQMD monitors generation of stationary emissions and uses this information in developing its air quality plans. Any sources of stationary emissions constructed as part of a proposed project would be subject to the *BAAQMD Rules and Regulations*. Both federal and state ozone plans rely upon stationary source control measures set forth in *BAAQMD’s Rules and Regulations*.

With respect to the construction activities associated with project development, applicable BAAQMD regulations would relate to portable equipment (e.g., concrete batch plants, and gasoline- or diesel-powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials. Equipment used during project construction would be subject to the requirements of BAAQMD Regulation 2 (Permits), Rule 1 (General Requirements) with respect to portable equipment unless exempt under Rule 2-1-105 (Exemption,

Registered Statewide Portable Equipment); BAAQMD Regulation 8 (Organic Compounds), Rule 3 (Architectural Coatings); and BAAQMD Regulation 8 (Organic Compounds), Rule 15 (Emulsified and Liquid Asphalts). With respect to the operational phase of the project, BAAQMD Regulation 2, *Permits*, would apply to any new or modified stationary sources within the planning area.

### *Regulatory Setting for Toxic Air Contaminants (TACs)*

TACs are regulated under both state and federal laws. Federal laws use the term “Hazardous Air Pollutants” (HAPs) to refer to the same types of compounds that are referred to as TACs under state law. Both terms encompass essentially the same compounds. Under the 1990 Clean Air Act Amendments, 189 substances are regulated as HAPs.

With respect to state law, in 1983 the California legislature adopted Assembly Bill 1807 (AB 1807), which establishes a process for identifying TACs and provides the authority for developing retrofit air toxics control measures on a statewide basis. Air toxics in California may also be regulated because of another state law, the Air Toxics “Hot Spots” Information and Assessment Act of 1987, or Assembly Bill 2588 (AB 2588). Under AB 2588, TACs from individual facilities must be quantified and reported to the local air pollution control agency. The facilities are then prioritized by the local agencies based on the quantity and toxicity of these emissions, and on their proximity to areas where the public may be exposed. High priority facilities are required to perform a Health Risk Screening Assessment (HRSA), and if specific risk thresholds are exceeded, they are required to communicate the results to the public in the form of notices and public meetings. Depending on the health risk levels, emitting facilities can be required to implement varying levels of risk reduction measures. ARB identified over 729 TACs, including the 189 federal HAPs, under AB 2588.

BAAQMD is responsible for administering federal and state regulations related to TACs. Under federal law, these regulations include National Emission Standards for Hazardous Air Pollutants (NESHAPs) and Maximum Achievable Control Technology (MACT) for affected sources. BAAQMD also administers the state regulations AB1807 and AB2588 which were discussed above. In addition, the agency requires that new or modified facilities that emit TACs perform air toxics screening analyses as part of the permit application. TAC emissions from new and modified sources are limited through the air toxics new source review program, which superseded the BAAQMD Risk Management Policy, in BAAQMD Regulation 2, Rule 5 for New Source Review of Toxic Air Contaminants. Sources must use the Best Available Control Technology for Toxics (T-BACT) if an individual source cancer risk of greater than 1 in a million, or a chronic hazard index greater than 0.20, is identified in health risk modeling.

The ARB adopted the *Air Quality and Land Use Handbook* (ARB, 2005) to provide guidance to planning agencies and air districts for considering potential impacts to sensitive land uses proposed in proximity to TACs emission source(s). The goal of the guidance document is to protect sensitive receptors, such as children, seniors, and acutely ill and chronically ill persons, from exposure to TACs emissions. ARB’s siting guidelines recommend the following: (1) avoid siting sensitive receptors within 500 feet of freeways and high-traffic roads (i.e., roads within urbanized areas carrying more than

100,000 vehicles per day); (2) avoid siting sensitive receptors within 1,000 feet of an applicable distribution center; and (3) avoid siting sensitive receptors within 300 feet of a dry cleaning facility that use the chemical perchloroethylene. The recommendations provided are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. In addition, reducing diesel particulate matter (DPM) is one of the ARB's highest public health priorities and the focus of a comprehensive statewide control program that is reducing DPM emissions each year. The ARB's long-term goal is to reduce DPM emissions 85 percent by 2020.

### *Regulatory Setting for Greenhouse Gases*

Various gases that are classified as atmospheric greenhouse gases (GHGs) play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth re-radiates this energy back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in trapping infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained in the atmosphere, and results in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

The accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change. The principal greenhouse gases are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). Carbon dioxide is the reference gas for climate change because it is the predominant GHG emitted. In September 2002 when Governor Gray Davis signed Assembly Bill (AB) 1493 requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gas would be progressively reduced, as follows:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

**Assembly Bill 32 (AB 32).** In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the ARB to design and implement emission limits, regulations, and other measures, such that statewide greenhouse gas emissions will be reduced to 1990 levels by 2020.

In December 2007, ARB approved the 2020 emission limit of 427 million metric tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) of greenhouse gases. The 2020 target of 427 million metric tons of CO<sub>2</sub>e requires the reduction of 169 million metric tons of CO<sub>2</sub>e, or approximately 30 percent, from the state's projected 2020 emissions of 596 million metric tons of CO<sub>2</sub>e (business-as-usual).

Also in December 2007, ARB adopted mandatory reporting and verification regulations pursuant to AB 32. The regulations will become effective January 1, 2009, with the first reports covering 2008 emissions. The mandatory reporting regulations require reporting for certain types of facilities that make up the bulk of the stationary source emissions in California. Currently, the draft regulation language identifies major facilities as those that generate more than 25,000 metric tons/year of CO<sub>2</sub>e. Cement plants, oil refineries, electric-generating facilities/providers, cogeneration facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons/year CO<sub>2</sub>e, make up 94 percent of the point source CO<sub>2</sub>e emissions in California (ARB, 2007).

In June, 2008, ARB published its *Climate Change Draft Scoping Plan* (ARB, 2008a). The *Climate Change Draft Scoping Plan* reported that ARB met the first milestones set by AB 32 in 2007: developing a list of early actions to begin sharply reducing greenhouse gas emissions; assembling an inventory of historic emissions; and establishing the 2020 emissions limit. After consideration of public comment and further analysis, ARB released the *Climate Change Proposed Scoping Plan* in October, 2008 (ARB, 2008b). The Proposed Scoping Plan proposes a set of actions designed to reduce overall carbon emissions in California. Key elements of the Proposed Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation. (ARB, 2008b)

The *Climate Change Proposed Scoping Plan* notes that "[a]fter Board approval of this plan, the measures in it will be developed and adopted through the normal rulemaking process, with public input" (ARB, 2008b).

The *Climate Change Proposed Scoping Plan* states that local governments are "essential partners" in the effort to reduce greenhouse gas emissions, and that they have "broad influence and, in some cases, exclusive jurisdiction" over activities that

contribute to greenhouse gas emissions. The plan acknowledges that local governments have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect greenhouse gas emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the proposed measures to reduce greenhouse gas emissions rely on local government actions. The plan encourages local governments to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020 (ARB, 2008b).

The *Climate Change Proposed Scoping Plan* also included recommended measures that were developed to reduce greenhouse gas emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving our natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures, shown below in **Table 2** by sector, also put the state on a path to meet the long-term 2050 goal of reducing California's greenhouse gas emissions to 80 percent below 1990 levels. These measures were presented to and approved by the ARB on December 11, 2008. The measures in the Scoping Plan approved by the Board will be developed over the next two years and be in place by 2012.

**Senate Bill 97.** The provisions of Senate Bill 97, enacted in August 2007 as part of the State Budget negotiations, direct the Office of Planning and Research (OPR) to propose CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." SB 97 directs OPR to develop such guidelines by July 2009, and directs the State Resources Agency, the agency charged with adopting the CEQA Guidelines, to certify and adopt such guidelines by January 2010.

**Governor's Office of Planning and Research (OPR).** On June 19, 2008, OPR published a technical advisory on CEQA and Climate Change. The advisory provides OPR's perspective on the emerging role of CEQA in addressing climate change and greenhouse gas emissions, while recognizing that approaches and methodologies for calculating greenhouse gas emissions and addressing environmental impacts through CEQA review are rapidly evolving. The advisory recognizes that OPR will develop, and the Resources Agency will adopt amendments to the CEQA Guidelines pursuant to SB 97. In the interim, the technical advisory "offers informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents" (OPR, 2008).

The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. "This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (OPR, 2008). OPR recommends that "the global nature of climate change warrants investigation of a statewide threshold of significance for GHG emissions" (OPR, 2008). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate greenhouse gas emissions (OPR, 2008).

OPR sets out the following process for evaluating greenhouse gas emissions. First, agencies should determine whether greenhouse gas emissions may be generated by a proposed project, and if so, quantify or estimate the emissions by type or source. Calculation, modeling or estimation of greenhouse gas emissions should include the emissions associated with vehicular traffic, energy consumption, water usage and construction activities (OPR, 2008).

**TABLE 2  
LIST OF RECOMMENDED ACTIONS BY SECTOR**

<b>Measure No.</b>	<b>Measure Description</b>	<b>GHG Reductions (Annual Million Metric Tons CO<sub>2</sub>e)</b>
<b>Transportation</b>		
T-1	Pavley I and II – Light Duty Vehicle Greenhouse Gas Standards	31.7
T-2	Low Carbon Fuel Standard (Discrete Early Action)	15
T-3 <sup>1</sup>	Regional Transportation-Related Greenhouse Gas Targets	5
T-4	Vehicle Efficiency Measures	4.5
T-5	Ship Electrification at Ports (Discrete Early Action)	0.2
T-6	Goods Movement Efficiency Measures. <ul style="list-style-type: none"> <li>• Ship Electrification at Ports</li> <li>• System-Wide Efficiency Improvements</li> </ul>	3.5
T-7	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	0.93
T-8	Medium- and Heavy-Duty Vehicle Hybridization	0.5
T-9	High Speed Rail	1
<b>Electricity and Natural Gas</b>		
E-1	Energy Efficiency (32,000 GWh of Reduced Demand) <ul style="list-style-type: none"> <li>• Increased Utility Energy Efficiency Programs</li> <li>• More Stringent Building &amp; Appliance Standards</li> </ul> Additional Efficiency and Conservation Programs	15.2
E-2	Increase Combined Heat and Power Use by 30,000 GWh (Net reductions include avoided transmission line loss)	6.7
E-3	Renewables Portfolio Standard (33% by 2020)	21.3
E-4	Million Solar Roofs (including California Solar Initiative, New Solar Homes Partnership and solar programs of publicly owned utilities) <ul style="list-style-type: none"> <li>• Target of 3000 MW Total Installation by 2020</li> </ul>	2.1
CR-1	Energy Efficiency (800 Million Therms Reduced Consumptions) <ul style="list-style-type: none"> <li>• Utility Energy Efficiency Programs</li> <li>• Building and Appliance Standards</li> <li>• Additional Efficiency and Conservation Programs</li> </ul>	4.3
CR-2	Solar Water Heating (AB 1470 goal)	0.1
<b>Green Buildings</b>		
GB-1	Green Buildings	26
<b>Water</b>		
W-1	Water Use Efficiency	1.4†
W-2	Water Recycling	0.3†
W-3	Water System Energy Efficiency	2.0†
W-4	Reuse Urban Runoff	0.2†
W-5	Increase Renewable Energy Production	0.9†
W-6	Public Goods Charge (Water)	TBD†
<b>Industry</b>		
I-1	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	TBD
I-2	Oil and Gas Extraction GHG Emission Reduction	0.2
I-3	GHG Leak Reduction from Oil and Gas Transmission	0.9
I-4	Refinery Flare Recovery Process Improvements	0.3

Measure No.	Measure Description	GHG Reductions (Annual Million Metric Tons CO <sub>2</sub> e)
I-5	Removal of Methane Exemption from Existing Refinery Regulations	0.01

**TABLE 2 (Continued)**  
**LIST OF RECOMMENDED ACTIONS BY SECTOR**

Measure No.	Measure Description	GHG Reductions (Annual Million Metric Tons CO <sub>2</sub> e)
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**Recycling and Water Management**

RW-1	Landfill Methane Control (Discrete Early Action)	1
RW-2	Additional Reductions in Landfill Methane <ul style="list-style-type: none"> <li>• Increase the Efficiency of Landfill Methane Capture</li> </ul>	TBD†
RW-3	High Recycling/Zero Water <ul style="list-style-type: none"> <li>• Commercial Recycling</li> <li>• Increase Production and Markets for Compost</li> <li>• Anaerobic Digestion</li> <li>• Extended Producer Responsibility</li> <li>• Environmentally Preferable Purchasing</li> </ul>	9†

**Forests**

F-1	Sustainable Forest Target	5
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**High Global Warming Potential (GWP) Gases**

H-1	Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Services (Discrete Early Action)	0.26
H-2	SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	0.3
H-3	Reduction of Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	0.15
H-4	Limit High GWP Use in Consumer Products Discrete Early Action (Adopted June 2008)	0.25
H-5	High GWP Reductions from Mobile Sources <ul style="list-style-type: none"> <li>• Low GWP Refrigerants for New Motor Vehicle Air Conditioning Systems</li> <li>• Air Conditioner Refrigerant Leak Test During Vehicle Smog Check</li> <li>• Refrigerant Recovery from Decommissioned Refrigerated Shipping Containers</li> <li>• Enforcement of Federal Ban on Refrigerant Release during Servicing or Dismantling of Motor Vehicle Air Conditioning Systems</li> </ul>	3.3
H-6	High GWP Reductions from Stationary Sources <ul style="list-style-type: none"> <li>• High GWP Stationary Equipment Refrigerant Management Program: <ul style="list-style-type: none"> <li>- Refrigerant Tracking/Reporting/Repair Deposit Program</li> <li>- Specifications for Commercial and Industrial Refrigeration Systems</li> </ul> </li> <li>• Foam Recovery and Destruction Program</li> <li>• SF Leak Reduction and Recycling in Electrical Applications</li> <li>• Alternative Suppressants in Fire Protection Systems</li> <li>• Residential Refrigeration Early Retirement Program</li> </ul>	10.9
H-7	Mitigation Fee on High GWP Gases	5

**Agriculture**

A-1	Methane Capture at Large Dairies	1.0†
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<sup>1</sup> This is not the SB 375 regional target. ARB will establish regional targets for each MPO region following the input of the regional targets advisory committee and a consultation process with MPO's and other stakeholders per SB 375

† GHG emission reduction estimates are not included in calculating the total reductions needed to meet the 2020 target

Agencies should then assess whether the emissions are “cumulatively considerable” even though a project’s greenhouse gas emissions may be individually limited. OPR states: “Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment” (OPR, 2008). Individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice (OPR, 2008).

Finally, if the lead agency determines emissions are a cumulatively considerable contribution to a significant cumulative impact, the lead agency must investigate and implement ways to mitigate the emissions (OPR, 2008). OPR states: “Mitigation measures will vary with the type of project being contemplated, but may include alternative project designs or locations that conserve energy and water, measures that reduce vehicle miles traveled (VMT) by fossil-fueled vehicles, measures that contribute to established regional or programmatic mitigation strategies, and measures that sequester carbon to offset the emissions from the project” (OPR, 2008). OPR concludes that “A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is “less than significant” (OPR, 2008). The technical advisory includes a list of mitigation measures that can be applied on a project-by-project basis.

**OPR Preliminary Draft Amendments to the CEQA Guidelines.** In accordance with its requirements under Senate Bill 97, OPR has developed preliminary draft amendments to the CEQA Guidelines for regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions (OPR, 2009). OPR does not identify a threshold of significance for GHG in the amendments, nor does it recommend assessment methodologies or specific mitigation measures. Rather, the preliminary draft amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but preserve the discretion granted by CEQA to lead agencies in making their own determinations based on substantial evidence. The process of finalizing and adopting the amendments must be completed by January 1, 2010, pursuant to Senate Bill 97. Summaries of the main amendments, as they pertain to the proposed project, are provided below.

Preliminary draft CEQA Guidelines Section 15064.4, *Determining the Significance of Impacts from Greenhouse Gas Emissions*, encourages lead agencies to consider four factors to assess the significance of GHG emissions, including the extent that the project: 1) would help or hinder the state’s goals of reducing GHG emissions to 1990 levels by the year 2020 as stated in the Global Warming Solutions Act of 2006; 2) may increase the consumption of fuels or other energy resources; 3) may result in increased energy efficiency of and a reduction in overall GHG emissions from an existing facility; and 4) impacts or emissions exceed any threshold of significance that applies to the project. Preliminary draft CEQA Guidelines Section 15064.4 also recommends that lead agencies make a good-faith effort, based on available information, to describe, calculate or estimate the amount of GHG emissions associated with a project, including emissions associated with energy consumption and vehicular traffic.

Preliminary draft text has been added to CEQA Guidelines Section 15126.4, *Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant*

*Effects*, that includes considerations for lead agencies related to feasible mitigation measures to reduce GHG emissions, including but not limited to the project's energy consumption, including consumption of fossil fuels. Added recommended considerations are that mitigation measures may include: project features, project design, or other measures which are incorporated into the project to substantially reduce energy consumption or GHG emissions; compliance with the requirements in a previously approved plan or mitigation program for the reduction or sequestration of GHG emissions, which plan or program provides specific requirements that will avoid or substantially lessen the potential impacts of the project; and measures that sequester carbon or carbon-equivalent emissions. In addition, the added draft text CEQA Guidelines Section 15126.4 include a requirement that where mitigation measures are proposed for reduction of GHG emissions through off-site measures or purchase of carbon offsets, these mitigation measures must be part of a reasonable plan of mitigation that the relevant agency commits itself to implementing.

In addition, as part of the preliminary draft CEQA Guideline amendments, OPR added a new set of environmental checklist questions (VII. *Greenhouse Gas Emissions*) to the CEQA Guidelines Appendix G. The new set includes the following two questions:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?
- b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

**California Air Pollution Control Officers Association (CAPCOA).** In January 2008, the California Air Pollution Control Officers Association (CAPCOA) issued a "white paper" on evaluating and addressing GHGs under CEQA (CAPCOA, 2008). This resource guide was prepared to support local governments as they develop their programs and policies around climate change issues. The paper is not a guidance document. It is not intended to dictate or direct how any agency chooses to address GHG emissions. Rather, it is intended to provide a common platform of information about key elements of CEQA as they pertain to GHG, including an analysis of different approaches to setting significance thresholds.

The paper notes that for a variety of reasons local agencies may decide not to have a CEQA threshold. Local agencies may also decide to assess projects on a case-by-case basis when the projects come forward. The paper also discusses a range of GHG emission thresholds that could be used. The range of thresholds discussed includes a GHG threshold of zero and several non-zero thresholds. Non-zero thresholds include percentage reductions for new projects that would allow the state to meet its goals for GHG emissions reductions by 2020 and perhaps 2050. These would be determined by a comparison of new emissions versus business as usual emissions and the reductions required would be approximately 30 percent to achieve 2020 goals and 90 percent (effectively immediately) to achieve the more aggressive 2050 goals. These goals could be varied to apply differently to new project, by economic sector, or by region in the state.

Other non-zero thresholds are discussed in the paper include:

- 900 metric tons/year CO<sub>2</sub>e (a market capture approach);
- 10,000 metric tons/year CO<sub>2</sub>e (potential CARB mandatory reporting level with Cap and Trade);
- 25,000 metric tons/year CO<sub>2</sub>e (the CARB mandatory reporting level for the statewide emissions inventory);
- 40,000 to 50,000 metric tons/year CO<sub>2</sub>e (regulated emissions inventory capture – using percentages equivalent to those used in air districts for criteria air pollutants),
- Projects of statewide importance (9,000 metric tons/year CO<sub>2</sub>e for residential, 13,000 metric tons/year CO<sub>2</sub>e for office project, and 41,000 metric tons/year CO<sub>2</sub>e for retail projects), and
- Unit-based thresholds and efficiency-based thresholds that were not quantified in the report.

**ARB Draft GHG Significance Thresholds.** On October 24, 2008, ARB released its Preliminary Draft Staff Proposal on Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act for review and public comment (ARB, 2008c). The Proposal identifies benchmarks or standards that assist lead agencies in the significance determination for industrial, residential, and commercial projects. Staff intends to make its final recommendations on thresholds in early 2009, consistent with OPR’s timeline for issuing draft CEQA guidelines addressing GHG emissions and to provide much needed guidance to lead agencies in the near term. The Proposal currently focuses on two sectors for which local agencies are typically the CEQA lead agency: industrial projects; and residential and commercial projects. Future proposals will focus on transportation projects, large dairies and power plant projects.

For industrial projects, ARB recommends that projects below the industrial screening level (7,000 metric tons/year CO<sub>2</sub>e not including the traffic) can be found to be less than significant. For residential and commercial projects, ARB staff's objective is to develop a threshold on performance standards that will substantially reduce the GHG emissions from new projects and streamline the permitting of carbon-efficient projects. Performance standards will address the five major emission sub-sources for the sector: energy use, transportation, water use, waste, and construction. Projects may alternatively incorporate mitigation equivalent to these performance standards, such as measures from green building rating systems.

#### *City of Napa General Plan*

The City of Napa General Plan, *Envision Napa 2020*, adopted in December 1998, outlines policies, standards and programs that together provide a comprehensive, long-term plan for physical development within the City. Individual development projects proposed within the City must demonstrate general consistency with the goals and policies outlined within the General Plan, which articulates and implements the City’s long-term vision as it pertains to housing, transportation, historic preservation, open

space and other areas. The goal and policies applicable to air quality include the following:

**Goal NR-5:** To maintain acceptable levels of air quality in Napa.

Policy NR-5.1. The City shall encourage the use of mass transit, bicycle facilities, and pedestrian walkways in order to decrease use of private vehicles and thereby reduce emissions from mobile sources.

Policy NR-5.2. The City shall encourage land use patterns and management practices that conserve air and energy resources, such as mixed use development and provisions for local- serving commercial uses adjacent to neighborhoods.

Policy NR-5.3. The City shall promote energy conservation/energy efficiency improvement programs, which reduce energy demand from power-generating facilities which contribute to background levels of regional air emissions.

Policy NR-5.4. The City shall, during discretionary review, require that development proposals comply with federal and state air quality standards, or make findings that the project has overriding benefits to the community that outweigh nonattainment of the standards.

Policy NR-5.5. The City shall, during early consultation with project proponents, encourage project design that minimizes direct and indirect air emissions. Projects should consider the following air quality concerns:

- a. Land use and design measures to encourage alternatives to the automobile and to conserve energy;
- b. Land use and design measures to minimize exposure of sensitive receptors to odors, toxics, and criteria pollutants; and
- c. Applicable BAAQMD rules, regulations, and permit requirements.

Policy NR-5.6. The City shall continue and, where appropriate, expand the use of synchronized traffic signals on roadways susceptible to emissions improvement through approach control.

## ***Physical Setting***

### *Climate and Meteorology*

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The climate of the Bay Area is determined largely by a high-pressure system that is often present over the eastern Pacific Ocean. High-pressure systems are characterized by an upper layer of dry air that warms as it descends, restricting the mobility of cooler marine-influenced air near the ground

surface, resulting in subsidence inversions. During summer and fall, locally generated emissions can, under the restraining influences of topography and subsidence inversions, cause conditions that are conducive to the formation of photochemical pollutants, such as ozone and secondary particulates, such as nitrates and sulfates. In the winter, the Pacific high pressure system shifts southward, allowing storms to pass through the area.

The predominant wind direction in Napa is northwesterly. In Napa, the heaviest rainfall occurs between November and April.

*Existing Air Quality*

**Criteria Air Pollutants.** The BAAQMD and ARB operate a regional monitoring network that measures the ambient concentrations of the six criteria air pollutants within the Bay Area. Existing and probable future levels of air quality in Napa can generally be inferred from ambient air quality measurements conducted by the BAAQMD at its nearby monitoring stations. Napa currently has one monitoring station that measures criteria pollutants, including ozone, carbon monoxide, and nitrogen dioxide. **Table 3** shows a five-year summary of monitoring data for ozone, the main pollutant of concern, from the Napa station. In addition, PM<sub>10</sub> and PM<sub>2.5</sub> monitoring data from the Santa Rosa station have been included as representative concentrations in a nearby urban locale in the BAAQMD jurisdiction. The table also compares these measured concentrations with state and federal ambient air quality standards.

Motor vehicle transportation, including automobiles, trucks, transit buses, and other modes of transportation, is the major contributor to regional air pollution. Stationary sources were once important contributors to both regional and local pollution, and remain significant contributors in other parts of the state and country. Their role has been substantially reduced in recent years by pollution control programs, such as those of the BAAQMD. Any further progress in air quality improvement now focuses heavily on transportation sources.

The principal sources of ozone precursors ROG and NOx in the Bay Area include:

- on-road motor vehicles (approximately 35 percent for ROG and 48 percent for NOx),
- other mobile sources (approximately 22 percent for ROG and 39 percent for NOx),
- solvent evaporation (approximately 19 percent for ROG),
- fuel combustion (approximately 9 percent NOx),
- cleaning and surface coating (approximately 9 percent ROG); and
- petroleum production and marketing (approximately 6 percent for ROG).

**TABLE 3  
AIR QUALITY DATA SUMMARY (2004-2008) FOR THE PROJECT AREA**

Pollutant	Standard <sup>a</sup>	Monitoring Data by Year
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		2004	2005	2006	2007	2008
<b>Ozone (Napa – Jefferson Ave Station)</b>						
Highest 1 Hour Average (ppm) <sup>b</sup>		0.092	0.091	<b>0.096</b>	0.074	<b>0.107</b>
Days over State Standard	0.09	0	0	1	0	1
Highest 8 Hour Average (ppm) <sup>b</sup>		<b>0.073</b>	0.067	<b>0.073</b>	0.064	<b>0.078</b>
Days over State Standard	0.07	3	0	2	0	2
Days over National Standard	0.075	0	0	0	0	2
<b>Particulate Matter (PM10) (Santa Rosa – 5th Street Station)</b>						
Highest 24 Hour Average – State/National (g/m <sup>3</sup> ) <sup>b,e</sup>		48.1/47.4	38.9/36.5	<b>89.5/87.1</b>	37.2/36.6	49.9/48.5
Estimated days over State Standard <sup>c</sup>	50	0	0	11.8	0	NA
Estimated days over National Standard <sup>c</sup>	150	0	0	0	0	NA
State Annual Average <sup>d</sup>	20	18.0	15.9	18.8	17.1	NA
National Annual Average <sup>d</sup>	--	17.3	15.4	18.3	16.7	16.6
<b>Particulate Matter (PM2.5) (Santa Rosa – 5th Street Station)</b>						
Highest 24 Hour Average – National (g/m <sup>3</sup> ) <sup>b</sup>		26.6	33.6	<b>59.0</b>	32.0	30.8
Estimated days over National Standard <sup>c</sup>	35	0	0	3.1	0	NA
State Annual Average <sup>d</sup>	12	8.3	7.6	9.2	7.6	NA
National Annual Average <sup>d</sup>	15	8.3	7.6	9.2	7.6	NA

<sup>a</sup> Generally, state standards are not to be exceeded and federal standards are not to be exceeded more than once per year.

<sup>b</sup> ppm = parts per million; g/m<sup>3</sup> = micrograms per cubic meter.

<sup>c</sup> PM10 and PM2.5 are not measured every day of the year. "Number of samples" refers to the number of days in a given year during which PM10 and PM2.5 were measured at the monitoring stations.

<sup>d</sup> State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods.

Note: NA = Adequate data was not available. Values in **Bold** exceed the respective air quality standard.

SOURCE: California Air Resources Board, 2009. *Summaries of Air Quality Data, 2004 through 2008*; <http://www.arb.ca.gov/adam>.

Bay Area emissions of the ozone precursors ROG and NO<sub>x</sub> are expected to decrease by approximately 21 and 39 percent, respectively, between 2006 and 2020 largely as a result of the state's on-road motor vehicle emission control program (BAAQMD, 2006). The Bay Area has a number of motor vehicles and these projected reductions are based on an increased number of vehicles meeting more stringent emission standards entering the fleet, the use of cleaner burning gasoline by all vehicles, and the increased use of alternative fuels. Reductions would also result from the use of improved evaporative emission control systems, computerized fuel injection, engine management systems, cleaner gasoline and the Smog Check program. ROG and NO<sub>x</sub> emissions from other mobile and stationary sources are also projected to decline as more stringent emission standards and control technologies are adopted and implemented.

**Toxic Air Contaminants.** The ambient background of TACs is the combined result of many diverse human activities, including gasoline stations, automobiles, dry cleaners, industrial operations, hospital sterilizers, and painting operations. In general, mobile

sources contribute more significantly to health risks than do stationary sources. Both BAAQMD and ARB operate a network of monitoring stations that measure ambient concentrations of certain TACs that are associated with strong health-related effects and are present in appreciable concentrations in the Bay Area, as in all urban areas. Ambient concentrations of TACs are similar throughout the urbanized areas of the Bay Area.

Of the pollutants for which monitoring data are available, benzene and 1,3-butadiene (which are emitted primarily from motor vehicles) account for over one half of the average calculated cancer risk (BAAQMD, 2007). Benzene levels have declined dramatically since 1996 with the advent of Phase 2 reformulated gasoline. The use of reformulated gasoline also appears to have led to significant decreases in 1,3-butadiene. Due largely to these observed reductions in ambient benzene and 1,3-butadiene levels, the calculated network average cancer risk has been significantly reduced in recent years. Based on 2003 ambient monitoring data, the BAAQMD reported a calculated lifetime cancer risk from measured concentrations of TACs, excluding diesel particulate matter, to be 143 in one million averaged over all Bay Area locations (BAAQMD, 2007). This is 53 percent less than what was observed in 1995 (BAAQMD, 2007).

There is growing evidence that indicates that exposure to emissions from diesel-fueled engines, about 95 percent of which come from diesel-fueled mobile sources, may result in cancer risks that exceed those attributed to other measured TACs. In 1998, OEHHA issued a health risk assessment that included estimates of the cancer potency of diesel particulate matter (DPM). Because DPM cannot be directly monitored in the ambient air, however, estimates of cancer risk resulting from diesel PM exposure must be based on concentration estimates made using indirect methods (e.g., derivation from ambient measurements of a surrogate compound). Based on ARB estimates of the population-weighted average ambient DPM concentration for the Bay Area, and the best-estimate cancer potency factor adopted by OEHHA, the approximate cancer risk associated with exposure to diesel PM for 2003 is about 500 to 700 in one million (BAAQMD, 2007). ARB has conducted monitoring studies throughout California, measuring DPM levels in the ambient air, based on which, ARB has estimated that, in the San Francisco Bay Area, the number of cancer cases from lifetime exposure to DPM is about 480 cases per million persons (ARB, 2008e).

**Greenhouse Gases.** The California Energy Commission reports that California is the 12th to 16th largest emitter of CO<sub>2</sub> in the world and produced 492 million metric tons of CO<sub>2</sub>e in 2004 (California Energy Commission, 2006). Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7 percent of total GHG emissions in the state. This category was followed by the electric power sector (including both in-state and out-of-state sources) (22.2 percent) and the industrial sector (20.5 percent). Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills.

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

### ***Sensitive Land Uses***

Some persons are considered more sensitive than others to air pollutants. The reasons for heightened sensitivity may include age, health problems, proximity to the emissions source, and duration of exposure to air pollutants. Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution, because vigorous exercise associated with recreation places a high demand on the human respiratory system.

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### 3. BIOLOGICAL RESOURCES

This section describes the existing botanical, wildlife, and wetland resources in the Downtown Napa Specific Plan Planning Area (Planning Area), identifies the potential impacts of Specific Plan projects on these resources, and discusses mitigation measures to minimize or eliminate potentially significant impacts. ESA reviewed several sources of biological information, including applicable biological literature, the Napa General Plan (2006), the California Department of Fish and Game's (CDFG) California Natural Diversity Data Base (CNDDDB) (2009), the California Native Plant Society (CNPS) on-line Electronic Inventory (CNPS, 2009), and the U.S. Fish and Wildlife Service (USFWS) on-line list of special-status species for the Napa and Cuttings Wharf U.S. Geological Survey (USGS) 7.5-minute quadrangles in the vicinity of the Planning Area (2009).

#### SETTING

##### *Regional Setting*

The City of Napa is located in the southern part of Napa Valley, a northwest-trending valley typical of the North Coast Ranges. The Howell Mountains are to the east, and the Mayacamas Mountains are to the west. Habitat immediately north of Napa is agriculture and viticulture, to the northwest is montane hardwood, to the south is annual grassland, and further south are salt marsh wetlands that border San Pablo Bay.

The City of Napa is in the Napa River watershed. The Napa River runs south through the City toward San Pablo Bay and forms the eastern boundary of the Planning Area. Napa Creek, which runs eastward through the Planning Area, is a tributary to Napa River.

##### *Plant Communities and Wildlife Habitats*

Plant communities are assemblages of plant species that occur together in the same area, and are defined by species composition and relative abundance. The vegetation/habitat classification system used in this section is based on the California Department of Fish and Game's (CDFG) *List of California Terrestrial Natural Communities Recognized by the CNDDDB* (CDFG, 2003). Plant communities generally correlate with wildlife habitat types. Wildlife habitats typically were classified and evaluated using CDFG's *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer, 1988).

The Planning Area is primarily urban, with smaller areas of rivers and streams, and riparian forest and woodland vegetation communities. While the terms "urban" and "rivers and streams" are not natural communities per se, they nevertheless provide natural functions and values as wildlife habitat, and are considered in this EIR

##### *Urban*

The Planning Area is primarily commercial and industrial development, but there is limited ruderal and ornamental vegetation. Urban areas can provide habitat for wildlife species adapted to human habitation, such as striped skunk (*Mephitis mephitis*), Virginia

opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), European starling (*Sturnus vulgaris*), American robin (*Turdus migratorius*), and mourning dove (*Zenaida macroura*). Larger trees may provide roosting and nesting habitat for raptors and other birds, and buildings and bridges can be suitable substrate for swallows (*Hirundo* spp. and *Tachycineta* spp.). In addition, bat species such as *Myotis* species (*Myotis* spp.), pallid bat (*Antrozous pallidus*), and Townsend's big-eared bat (*Corynorhinus townsendii*) may roost in larger trees, buildings, or under bridges within the City.

### *Rivers and Streams*

The Planning Area is within the Napa River watershed. Napa River is the largest river within the City, and borders the eastern edge of the Planning Area. The Napa River originates near Mount St. Helena, and flows south through the City of Napa and into the San Pablo Bay.

Napa Creek is also present in downtown Napa. Napa Creek is formed by the junction of Redwood and Browns Valley Creek. It is a third order tributary that flows southeasterly through a narrow, meandering channel into the Napa River.

Several fish are present in the Napa River and its tributaries, including striped bass (*Morone saxatilis*), yellowfin goby (*Acanthogobius flavimanus*), Sacramento splittail (*Pogonichthys macrolepidotus*), white catfish (*Ameiurus catus*), and channel catfish (*Ictalurus punctatus*). Central California Coastal steelhead (*Oncorhynchus mykiss*) distinct population segment (DPS), a federally Threatened species, and Chinook salmon (*Oncorhynchus tshawytscha*) Central Valley fall/late-fall run evolutionarily significant unit (ESU), a federal Species of Concern, are present in Napa River and Napa Creek. In 2006 the National Marine Fisheries Service (NMFS) designated the Napa River and Napa Creek as critical habitat for the steelhead Central California Coastal DPS (NMFS, 2005).

Wildlife species sometimes found in riverine habitat include river otters (*Lontra canadensis*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*), belted kingfisher (*Ceryle alcyon*), dark-eyed junco (*Junco hyemalis*), and black phoebe (*Sayornis nigricans*).

Streams within the Planning Area are subject to the U.S. Army Corps of Engineers (Corps) and Regional Water Quality Control Board (RWQCB) jurisdictions under Sections 404 and 401 of the Clean Water Act, respectively, and CDFG jurisdiction under Sections 1600–1616 of the California Fish and Game Code.

### *Riparian Forest and Woodland*

Riparian plant communities are tree- or shrub-dominated communities that occur along streams and rivers. Riparian forests, woodlands, and scrub are often separated from one another depending on the amount and density of tree canopy versus shrub canopy. Riparian forests support a closed or nearly closed canopy of trees with variable understory, while woodlands have an open canopy of trees with an understory that is primarily grassy or herbaceous. Shrubs rather than trees dominate riparian scrub habitat. The composition and density of riparian vegetation is very much dependent upon the duration of flowing or near-surface water, the amplitude and periodicity of flow (brief,

high-velocity flows versus more sustained flows), and the texture of the substrate (cobble, gravel, sand, silt, clay). Different reaches of a stream may support different types of riparian vegetation.

While much of the riparian habitat along Napa Creek and Napa River within the Planning Area has been replaced with rip-rap and concrete, degraded riparian habitat still exists. Most remaining riparian habitat is scrub/shrub and herbaceous vegetation, such as wild grape (*Vitis californica*), wild rose (*Rosa californica*), California blackberry (*Rubus laciniatus*), and poison oak (*Toxicodendron diversilobum*). Scattered willows (*Salix* spp.) are also present.

Birds that generally forage for insects in riparian areas include Bewick's wren (*Thryomanes bewickii*), black phoebe, and black-headed grosbeak (*Pheucticus melanocephalus*). Bark-insect foraging birds also occur in this habitat and include acorn woodpecker (*Melanerpes formicivorus*), Nuttall's woodpecker (*Picoides nuttalli*), and white-breasted nuthatch (*Sitta carolinensis*). Other bird species expected in riparian habitats include dark-eyed junco, bushtit (*Psaltriparus minimus*), oak titmouse (*Baeolophus inornatus*), and brown creeper (*Certhia americana*), and piscivorous birds such as the belted kingfisher.

Riparian communities also provide habitat for reptiles and amphibians including the western toad (*Bufo boreas*), California newt (*Taricha torosa*), Pacific tree frog (*Hyla regilla*), and Pacific slender salamander (*Batrachoseps attenuatus*). Mammals such as the western harvest mouse (*Reithrodontomys megalotis*), deer mouse (*Peromyscus maniculatus*), western gray squirrel (*Sciurus griseus*), Virginia opossum (*Didelphis marsupialis*), and raccoon (*Procyon lotor*), utilize these habitats for nesting and foraging. Small rodents attract raptors such as red-shouldered hawk (*Buteo lineatus*) and red-tailed hawk (*Buteo jamaicensis*). Black-tailed deer (*Odocoileus hemionus*), raccoons, striped skunk, and bobcat (*Felis rufus*) may use riparian habitat as a wildlife movement corridor. Other special-status wildlife that could be present in the riparian woodlands include raptors such as Cooper's hawk (*Accipiter cooperii*) and sharp-shinned hawk (*A. striatus*).

Riparian natural communities are protected under §1600–1616 of the California Fish and Game Code.

### **Wildlife Movement Corridors**

Wildlife movement corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or by areas of human disturbance or urban development. Topography and other natural factors in combination with urbanization can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated "islands" of vegetation that may not provide sufficient area to accommodate sustainable populations of animals or plants, and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations.

While the Planning Area is primarily developed, Napa River and Napa Creek provide wildlife movement corridors for fish, waterfowl and other birds, bats, and larger mammals such as raccoons and striped skunks.

### *Special-Status Species*

Several species known to occur in the project vicinity are accorded “special-status” because of their recognized rarity or vulnerability to various causes of habitat loss or population decline. Some of these receive specific protection defined in federal or state endangered species legislation (see *Regulatory Framework* below). Others have been designated as “sensitive” based on adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. The latter category is recognized by Section 15380(b) of the California Environmental Quality Act (CEQA) Guidelines. This CEQA Guidelines section provides a definition of rare, endangered or threatened species that is broader than that included in federal and state endangered species regulations.<sup>1</sup> These species are referred to collectively as “special-status species” in this document, following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term, and the legal status of each, are discussed in the Regulatory Framework component of this section below. For purposes of this EIR, special-status species include:

- Plant and animal species designated as rare, threatened or endangered under the federal or state endangered species acts.
- Species that are candidates for listing under either federal or state law.
- Species designated by the USFWS as species of concern or species of local concern, or by CDFG as Species of Special Concern.
- Species protected by the federal Migratory Bird Treaty Act (16 U.S.C. 703-711).
- Bald and golden eagles protected by the federal Bald Eagle Protection Act (16 U.S.C. 668).
- Species such as candidate species and CNPS List 1 and 2 species that may be considered rare or endangered pursuant to Section 15380(b) of the CEQA Guidelines.

The 2006 *Napa General Plan* reports 19 special-status plant and wildlife species in the Napa area. **Table 4** lists 13 special-status plant species and 36 special-status animal species reported to occur in the vicinity of the project area based on data in the CNDDDB (CDFG, 2009), CNPS Electronic Inventory (2009), special-status species information from the USFWS (2009), and biological literature of the region. Special-status plants and animals are evaluated in this document based on a plausible likelihood of habitat loss or project-related disturbance occurring during the implementation of the proposed Downtown Napa Specific Plan.

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<sup>1</sup> For example, there is a general agreement among biologists, ecologists and other resource specialists, that vascular plants listed as List 1 or 2 by the CNPS meet the broader definition in CEQA Guidelines Section 15380(b).

### *Special-Status Plant Species*

Of the 13 special-status plant species that have records in the vicinity of Napa (see Table 4), only one has the potential to occur within the boundaries of the Specific Plan. In general the Planning Area has low potential for special-status species because it either never had suitable habitat for these species, or it lost suitable habitat when downtown Napa was developed. In fact, most records of special-status species in the vicinity of Napa are historical, and those special-status plants still extant are present in undeveloped locations. One plant, the Mason's lilaopsis (*Lilaeopsis masonii*), is found along the eastern boundary of the Planning Area, along the Napa River; this species is described below. **Figure 2** shows records of CNDDDB special-status plants within the Planning Area and a two-mile radius surrounding it (CDFG, 2009).

**Mason's lilaopsis.** This species is a California Rare Plant species, and a CNPS 1B.1 plant (see Table 4 for a list of CNPS definitions). It is found in marshes and swamps and riparian scrub, and present in silt-filled cracks of old rotting dock pilings along the Napa River, on the eastern boundary of the Planning Area (CDFG, 2009). Proposed Specific Plan activities are not expected to impact this species.

### *Special-Status Wildlife Species*

The Planning Area is predominantly developed and has only small patches of natural communities remaining, and thus provides little habitat for the 36 special-status animals considered for this EIR. Nevertheless, several special-status aquatic species may be present in Napa Creek and Napa River, including California red-legged frog (*Rana draytonii*), foothill yellow-legged frog (*Rana boylei*), northwestern pond turtle (*Actinemys marmorata marmorata*), steelhead, Chinook salmon, and Sacramento splittail (*Pogonichthys macrolepidotus*). In addition, special-status breeding birds and roosting bats may nest/roost in or near the Planning Area. CNDDDB records of special-status animals within the Planning Area and the surrounding two-mile vicinity are shown in Figure 1 (CDFG, 2009).

**TABLE 4**  
**FOCUSED LIST OF SPECIAL-STATUS SPECIES CONSIDERED FOR THE NAPA SPECIFIC PLAN**  
**PLANNING AREA**

Common Name Scientific Name	Listing Status USFWS/ CDFG/CNPS	General Habitat Requirements	Potential to Occur in Planning Area
<b>LISTED SPECIES OR SPECIES PROPOSED FOR LISTING</b>			
<b>Invertebrates</b>			
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT/--	Small, clear-water sandstone depression pools and grassy swales. Endemic to the grasslands of the Central Valley in rain-filled pools, inhabit small, clear-water sandstone-depression pools and grassy swales, earth slump, or basalt-flow depression pools.	<b>Not present.</b> Suitable habitat not found in Planning Area.
California freshwater shrimp <i>Syncares pacifica</i>	FE/CE	Found in low-elevation, low gradient perennial freshwater streams in Sonoma, Marin and Napa Counties where banks are structurally diverse with undercut banks, exposed roots, or overhanging woody debris or vegetation.	<b>Not present.</b> Suitable habitat not found in Planning Area.
<b>Fish</b>			
Delta smelt <i>Hypomesus transpacificus</i>	FT/CT	Confined to the upper Sacramento-San Joaquin River estuary in shallow waters.	<b>Not present.</b> Suitable habitat not found on site.
Steelhead, Central California Coast DPS <i>Oncorhynchus mykiss irideus</i>	FT/--	Drainages of San Francisco and San Pablo bays, and coastal rivers. Present in Napa River and Napa Creek.	<b>Present.</b> Occurs in Napa River and Napa Creek.
Chinook salmon, Central Valley spring-run ESU <i>Oncorhynchus tshawytscha</i>	FT/--	Found in the Sacramento River and its tributaries. Enters the Sacramento River from late March through September.	<b>Not Present.</b> This ESU does not occur in Planning Area.
Chinook salmon, Sacramento River winter-run ESU <i>Oncorhynchus tshawytscha</i>	FE/--	Found in the Sacramento River and its tributaries. Spawn in the upper mainstem of Sacramento River from mid-April through August.	<b>Not Present.</b> This ESU does not occur in Planning Area.
<b>Amphibians</b>			
California red-legged frog <i>Rana draytonii</i>	FT/CSC	Breeds in permanent or seasonal pools, ponds, and slow-moving streams, with emergent vegetation for escape cover and egg attachment. Disperses near breeding habitat. Aestivates/hibernates in root channels, burrows, and the bottom of ponds.	<b>High.</b> Known to occur in vicinity of Planning Area.
<b>Birds</b>			
Swainson's hawk <i>Buteo swainsoni</i>	--/CT	Nests in oaks or cottonwoods in or near riparian habitat. Forages in grasslands and agricultural fields.	<b>Low.</b> Suitable habitat not found in Planning Area.
Western snowy plover <i>Charadrius alexandrinus nivosus</i>	FT/CSC	Nests and forages on sandy beaches on marine and estuarine shores - requires sandy, gravelly, or friable soils for nesting.	<b>Not present.</b> Suitable habitat not found in Planning Area.

Common Name Scientific Name	Listing Status USFWS/ CDFG/CNPS	General Habitat Requirements	Potential to Occur in Planning Area
California black rail <i>Laterallus jamaicensis coturniculus</i>	--/CT, CFP	Salt marshes along large bays, also freshwater marshes. This species is known to occur in the salt marsh wetlands south of Napa, surrounding San Pablo Bay (CDFG, 2009).	<b>Not present.</b> Suitable habitat not found in Planning Area.
California clapper rail <i>Rallus longirostris obsoletus</i>	FE/CE, CFP	Salt-water and brackish marshes with tidal sloughs. This species is known to occur in the salt marsh wetlands south of Napa, surrounding San Pablo Bay (CDFG, 2009).	<b>Not present.</b> Suitable habitat not found in Planning Area.

**TABLE 4 (Continued)**  
**FOCUSED LIST OF SPECIAL-STATUS SPECIES CONSIDERED FOR THE NAPA SPECIFIC PLAN PLANNING AREA**

Common Name Scientific Name	Listing Status USFWS/ CDFG/CNPS	General Habitat Requirements	Potential to Occur in Planning Area
Northern spotted owl <i>Strix occidentalis caurina</i>	FT/CSC	Dense, multi-layered canopy cover, including old-growth conifer, partly logged redwood forest, closed canopy oak forests. There are several recent records of this species less than five miles northwest of the Planning Area (CDFG, 2009).	<b>Low.</b> Suitable habitat not found in Planning Area.
<b>Mammals</b>			
Salt-marsh harvest mouse <i>Reithrodontomys raviventris</i>	FE/CE	Saline emergent marsh with dense pickleweed. This species is known to occur in the salt marsh wetlands south of Napa, surrounding San Pablo Bay (CDFG, 2009).	<b>Not present.</b> Suitable habitat not found in Planning Area.
<b>Plants</b>			
Soft bird's-beak <i>Cordylanthus mollis</i> ssp. <i>mollis</i>	FE/Rare/1B.2	Coastal salt marsh. Known from fewer than fifteen occurrences.	<b>Not present.</b> Suitable habitat not found in Planning Area.
Two-fork clover <i>Trifolium amoenum</i>	FE/--/1B.1	Open sites and swales in grassland and coastal bluff scrub; sometimes on serpentine soils.	<b>Low.</b> Occurs in Planning Area vicinity, but limited habitat is present for this species in the Planning Area.

**OTHER SPECIAL-STATUS SPECIES**

<b>Amphibians</b>			
Foothill yellow-legged frog <i>Rana boylei</i>	FSC/CSC	Fast-moving streams and rivers with rocky bottoms, usually absent of predatory fish.	<b>Medium.</b> Suitable habitat occurs in Planning Area.
<b>Reptiles</b>			
Northwestern pond turtle <i>Actinemys marmorata</i> <i>marmorata</i>	FSC/CSC	Lakes, ponds, reservoirs, and slow-moving streams and rivers, primarily in foothills and lowlands. There are recent records for this species along Napa River (CDFG, 2009).	<b>High.</b> Known to occur in Napa River.
<b>Birds</b>			
Cooper's hawk <i>Accipiter cooperii</i>	--/WL	Nests in riparian growths of deciduous trees and live oak woodlands.	<b>Medium.</b> May nest or forage in Planning Area.
Sharp-shinned hawk <i>Accipiter striatus</i>	--/WL	Heavily wooded areas along streams or near springs; forages in seasonal wetlands.	<b>Medium.</b> May nest or forage in Planning Area.
Tricolored blackbird <i>Agelaius tricolor</i>	--/CSC	Nests in riparian thickets and emergent vegetation. Forages in grassland and cropland.	<b>Low.</b> May use riparian habitat in Planning Area, but unlikely.
Golden eagle <i>Aquila chrysaetos</i>	--/CSC, CFP	Nests in canyons and large trees in open habitats.	<b>Low.</b> Transient individuals may forage in Planning Area.

**TABLE 4 (Continued)**  
**FOCUSED LIST OF SPECIAL-STATUS SPECIES CONSIDERED FOR THE NAPA SPECIFIC PLAN PLANNING AREA**

Common Name Scientific Name	Listing Status USFWS/ CDFG/CNPS	General Habitat Requirements	Potential to Occur in Planning Area
Burrowing owl <i>Athene cunicularia</i>	--/CSC	Nests and forages in low-growing grasslands that support burrowing mammals.	<b>Not present.</b> Suitable habitat not found in Planning Area.
Ferruginous hawk <i>Buteo regalis</i>	FSC/CSC	Dry open country with a variety of habitats.	<b>Low.</b> Transient individuals may forage in Planning Area.
Northern harrier <i>Circus cyaneus</i>	--/CSC	Meadows, marshes, grasslands, open fields; forages in seasonal wetlands.	<b>Low.</b> Transient individuals may forage in Planning Area.
White-tailed kite <i>Elanus leucurus</i>	--/CFP	Generally nests in trees with dense canopies; hunts in open grasslands.	<b>Low.</b> Transient individuals may forage in Planning Area.
Saltmarsh common yellowthroat <i>Geothlypis trichas sinuosa</i>	--/CSC	Inhabits tidal salt and brackish marshes in winter, but breeds in freshwater to brackish marshes and riparian woodlands during spring to early summer.	<b>Medium.</b> Known to occur in vicinity of Planning Area.
Caspian tern <i>Hydroprogne caspia</i>	--/* (nesting)	Nests in dense colonies on sandy estuarine shores, on levees in salt ponds, and on islands in alkali and freshwater lakes. Colonies are at south San Francisco bay, San Diego Bay, several lakes in Modoc and Lassen counties, and small colonies on Humboldt Bay, San Pablo Bay, and Elkhorn Slough.	<b>Not present.</b> Suitable habitat not found in Planning Area.
San Pablo song sparrow <i>Melospiza melodia samuelis</i>	--/CSC	Emergent wetlands in the San Francisco Bay area.	<b>Not present.</b> Suitable habitat not found in Planning Area.
<b>Fish</b>			
Chinook salmon, Central Valley fall/late-fall run ESU <i>Oncorhynchus tshawytscha</i>	--/CSC	Found in Sacramento and San Joaquin River Basins and their tributaries, east of Carquinez Strait, California This ESU is present in Napa River and Napa Creek, along the eastern boundary of the Planning Area (Napa County Resource Conservation District, 2007).	<b>Present.</b> Known to occur in Napa River.
Sacramento splittail <i>Pogonichthys macrolepidotus</i>	--/CSC	Slow moving river sections and dead-end sloughs with flooded vegetation for spawning and foraging for young. Present in the tidally influenced reaches of Napa River (Leidy, 2007).	<b>High.</b> Known to occur in Planning Area.
<b>Mammals</b>			
Pallid bat <i>Antrozous pallidus</i>	--/CSC	Day roosts are mainly in caves, crevices and mines; also found in buildings and under bark. Forages in open lowland areas, often in oak woodlands. There are several records of this species reported within and surrounding the Planning Area (CDFG, 2009).	<b>Medium.</b> May roost or forage in Planning Area.

**TABLE 4 (Continued)**  
**FOCUSED LIST OF SPECIAL-STATUS SPECIES CONSIDERED FOR THE NAPA SPECIFIC PLAN PLANNING AREA**

Common Name Scientific Name	Listing Status USFWS/ CDFG/CNPS	General Habitat Requirements	Potential to Occur in Planning Area
Townsend's big-eared bat <i>Corynorhinus townsendii townsendii</i>	FSC/CSC	Forages in a variety of habitats; prefers mesic sites. Roosts in caves, mines, tunnels, buildings, and hollow trees.	<b>Medium.</b> May roost or forage in Planning Area.
Western red bat <i>Lasiurus blossevillei</i>	--/CSC	Roosts in tree foliage in edge habitat adjacent to streams or open fields, in orchards, and sometimes in urban areas.	<b>Medium.</b> May roost or forage in Planning Area.
Hoary bat <i>Lasiurus cinereus</i>	--/*	Roosts primarily alone in foliage of both coniferous and deciduous trees, near the ends of branches.	<b>Low.</b> Planning Area lacks suitable habitat.
Long-eared myotis <i>Myotis evotis</i>	FSC/--	Occurs in semiarid shrublands, sage, chaparral, agricultural areas, and most frequently in coniferous forests. Roost under exfoliating tree bark, hollow trees, caves, mines, cliff crevices, sink holes, rocky outcrops.	<b>Medium.</b> May roost or forage in Planning Area.
Fringed myotis <i>Myotis thysanodes</i>	FSC/--	Inhabits a variety of habitats including pinyon-juniper woodland, valley-foothill hardwood, hardwood-conifer forests, and desert scrub.	<b>Medium.</b> May roost or forage in Planning Area.
Long-legged myotis <i>Myotis volans</i>	FSC/--	Inhabits forests and woodland habitats, primarily oak and juniper woodlands.	<b>Medium.</b> May roost or forage in Planning Area.
Yuma myotis <i>Myotis yumanensis</i>	FSC/--	Occurs in riparian, arid scrublands and deserts, and forests. Roosts in bridges, buildings, cliff crevices, caves, mines, and trees. Forages over open water.	<b>Medium.</b> May roost or forage in Planning Area.
Mountain lion <i>Puma concolor</i>	--/*	Found in nearly all habitats, except croplands in the Central Valley. Most abundant in riparian areas, and brushy stages of most habitats.	<b>Low.</b> Planning Area lacks suitable habitat.
American badger <i>Taxidea taxus</i>	--/CSC	Friable soils in oak savannahs and grasslands.	<b>Low.</b> Planning Area lacks suitable habitat.
<b>Plants</b>			
Alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>	--/--/1B.2	Playas, valley and foothill grassland, and vernal pools.	<b>Not present.</b> Suitable habitat not found in Planning Area.
San Joaquin spearscale <i>Atriplex joaquiniana</i>	--/--/1B.2	Chenopod scrub, meadows and seeps, playas, and valley and foothill grasslands.	<b>Low.</b> Known to occur south of the Planning Area, but suitable habitat not found on site.
Holly-leaved ceanothus <i>Ceanothus purpureus</i>	--/--/1B.2	Chaparral, cismontane woodland/volcanic, rocky. There are several records of this species in mixed chaparral less than five miles east of the Planning Area (CDFG, 2009).	<b>Not present.</b> Suitable habitat not found in Planning Area.
Dwarf downingia <i>Downingia pusilla</i>	--/--/2.2	Mesic grasslands, vernal pools.	<b>Not present.</b> Suitable habitat not found in Planning Area..
Greene's narrow-leaved daisy <i>Erigeron greenei</i>	--/--/1B.2	Serpentine or volcanic chaparral.	<b>Not present.</b> Suitable habitat not found in Planning Area.

**TABLE 4 (Continued)**  
**FOCUSED LIST OF SPECIAL-STATUS SPECIES CONSIDERED FOR THE NAPA SPECIFIC PLAN PLANNING AREA**

Common Name Scientific Name	Listing Status USFWS/ CDFG/CNPS	General Habitat Requirements	Potential to Occur in Planning Area
Northern California black walnut <i>Juglans hindsii</i>	--/--/1B.1	Riparian forest and woodland. There is one record of this species from Napa, but it is extirpated (CDFG, 2009).	<b>Low.</b> Historical occurrences occur in the Planning Area, but it is thought to be extirpated.
Delta tule pea <i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	--/--/1B.2	Freshwater and brackish marshes and swamps.	<b>Low.</b> Known to occur south of the Planning Area, but suitable habitat not found in Planning Area.
Legenere <i>Legenere limosa</i>	--/--/1B.1	Vernal pools.	<b>Not present.</b> Suitable habitat not found in Planning Area.
Jepson's leptosiphon = Jepson's linanthus <i>Leptosiphon jepsonii</i> = <i>Linanthus jepsonii</i>	FSC/--/ 1B.2	Openings in chaparral, cismontane woodland (usually volcanic or periphery of serpentinite).	<b>Not present.</b> Suitable habitat not found in Planning Area.
Mason's lilaepsis <i>Lilaepsis masonii</i>	--/Rare/1B.1	Marshes and swamps and riparian scrub. Current records of this species along Napa River (CDFG, 2009).	<b>High.</b> Known to occur in Planning Area.
Suisun marsh aster <i>Symphotrichum lentum</i>	--/--/1B.2	Brackish and freshwater marshes and swamps. Often seen along sloughs with <i>Phragmites</i> , <i>Scirpus</i> , <i>Rubus</i> , and <i>Typha</i> .	<b>Low.</b> Known to occur south of but not within the Planning Area.
Saline clover <i>Trifolium depauperatum</i> var. <i>hydrophilum</i>	--/--/1B.2	Marshes and swamps, valley and foothill grassland, vernal pools.	<b>Low.</b> Known to occur south of the Planning Area, but suitable habitat not found in the Planning Area.

**STATUS CODES:**

**Federal Categories (U.S. Fish and Wildlife Service)**

FE = Listed as endangered by the Federal Government  
 FT = Listed as threatened by the Federal Government  
 FPE = Proposed for Listing as endangered  
 FPT = Proposed for Listing as threatened  
 FC = Candidate for Federal Listing  
 SC = Federal Species of Concern  
 FSC = former Federal Species of Concern. Species designated as such in this EIR were listed by the Sacramento FWS office until 2006, when they stopped maintaining their list for all species except for fish species. These species are still considered to be at-risk species by other federal and state agencies, as well as various organizations with recognized expertise such as the Audubon Society.

**State Categories (California Department of Fish and Game)**

CE = Listed as endangered by the State of California  
 CT = Listed as threatened by the State of California  
 CR = Listed as Rare by the State of California  
 CFP = California fully protected species

**California Native Plant Society (CNPS)**

List 1A = Plants presumed extinct in California  
 List 1B = Plants rare, threatened, or endangered plants in California and elsewhere  
 List 2 = Plants rare, threatened, or endangered in California but common elsewhere.  
 List 3 = Plants about which more information is needed – a review list  
 List 4 = Plants of limited distribution – a watch list  
 0.1= Seriously endangered in California  
 0.2= Fairly endangered in California  
 0.3= Not very endangered in California

\* = Special Animals as defined by CDFG  
 CSC = California Species of Special Concern  
 WL = Watch List

SOURCE: CDFG, 2009; CNPS, 2009; USFWS, 2009

**California red-legged frog.** The California red-legged frog is a federally Threatened species and a California Species of Special Concern. This species

breeds in sunlit ponds, slow sections of streams, and permanent or seasonal water, usually with densely vegetated shorelines and often with floating vegetation. Water is typically warm (18-22°C). The hibernacula and aestivation habitat requirements for the species are not well known, but are presumed to be root channels, burrows, and pond bottoms. Dispersal habitat near breeding areas includes any areas where frogs can disperse without being harmed. There are no records that indicate California red-legged frog occurring within five miles of the Planning Area (CDFG, 2009). However, the Planning Area is within the range of this species, and they could occur in ponds and creeks within the Planning Area.

**Chinook salmon.** The Chinook salmon Central Valley fall/late-fall evolutionary significant unit (ESU) is a federal Species of Concern present in both the Napa River upstream through Napa to St. Helena, and in Napa Creek. The Napa County Resource Conservation District estimates 400 to 600 Chinook in the mainstem of Napa River and several tributary streams (Napa County Resource Conservation District, 2007). The best spawning and rearing conditions in Napa Creek are upstream of the reach that runs through the City, and thus the reach through the City acts primarily as a migration corridor for salmon and steelhead moving to the upstream reaches. Napa Creek may represent an important spawning stream for Chinook salmon since it represents a relatively short migration, is not dammed, and maintains flow early in the year during the salmon spawning period (Napa County Resource Conservation District, 2006).

**Foothill yellow-legged frog.** The foothill yellow-legged frog is a former federal species of concern and is currently a California Species of Special Concern. This species inhabits rocky streams and is rarely found far from permanent water. Although there are no CNDDDB records for this species near the Planning Area (CDFG, 2009), they could inhabit parts of Napa Creek and Napa River.

**Northwestern pond turtle.** The northwestern pond turtle is a California Species of Special Concern, which occurs in a variety of permanent and intermittent aquatic habitats such as ponds, marshes, rivers, streams, and ephemeral pools. Pond turtles require suitable basking habitat and haul-out sites, such as emergent rocks or floating logs, which they use to thermoregulate their temperature throughout the day (Stebbins, 1985). Pond turtles also require upland egg laying sites near appropriate aquatic habitat, typically within 650 feet of aquatic habitat. There are recent CNDDDB records for this species along the Napa River (CDFG, 2009), and they could be present or disperse into the Planning Area.

**Sacramento splittail.** This is a California Species of Special Concern, found in slow-moving river sections and dead-end sloughs with flooded vegetation for spawning and foraging for young. This species is present in the tidally influenced reaches of Napa River (Leidy, 2007), and may reach as far north in Napa River as downtown Napa.

**Steelhead trout.** Central California Coast steelhead distinct population segments (DPS) is one of 15 steelhead DPS, and a federally Threatened species. Steelhead populations in most tributaries to San Francisco and San Pablo Bays have been extirpated (McEwan and Jackson, 1996), but Central California Coast steelhead spawn in the Napa River system, including Napa River and Napa Creek, as well as in other streams entering San Pablo Bay, Suisun Bay, and San Francisco Bay (Napa County Resource Conservation District, 2006).

**Special-status birds.** Raptors and other native bird species such as Cooper’s hawk, sharp-shinned hawk, and red-tail hawk, cliff swallow (*Hirundo pyrrhonota*), song sparrow (*Melospiza melodia*), and western scrub jay (*Aphelocoma coerulescens*) may nest in trees and bushes, under bridges, or on roofs in the Planning Area, and forage throughout. All native nongame birds are protected under the California Fish and Game Code Section 3503 and 3503.5.

**Special-status bats.** Several bat species may forage in the Planning Area and roost in buildings, under bridges, or in trees in the area, including the pallid bat, Townsend’s big-eared bat, western red bat (*Lasiurus blossevillii*), long-eared myotis (*Myotis evotis*), long-legged myotis (*Myotis volans*), fringed myotis (*Myotis thysanodes*), and Yuma myotis (*Myotis yumanensis*). All of these species are former federal species of concern and/or California Species of Special Concern.

#### *Critical Habitat for Listed Fish and Wildlife Species*

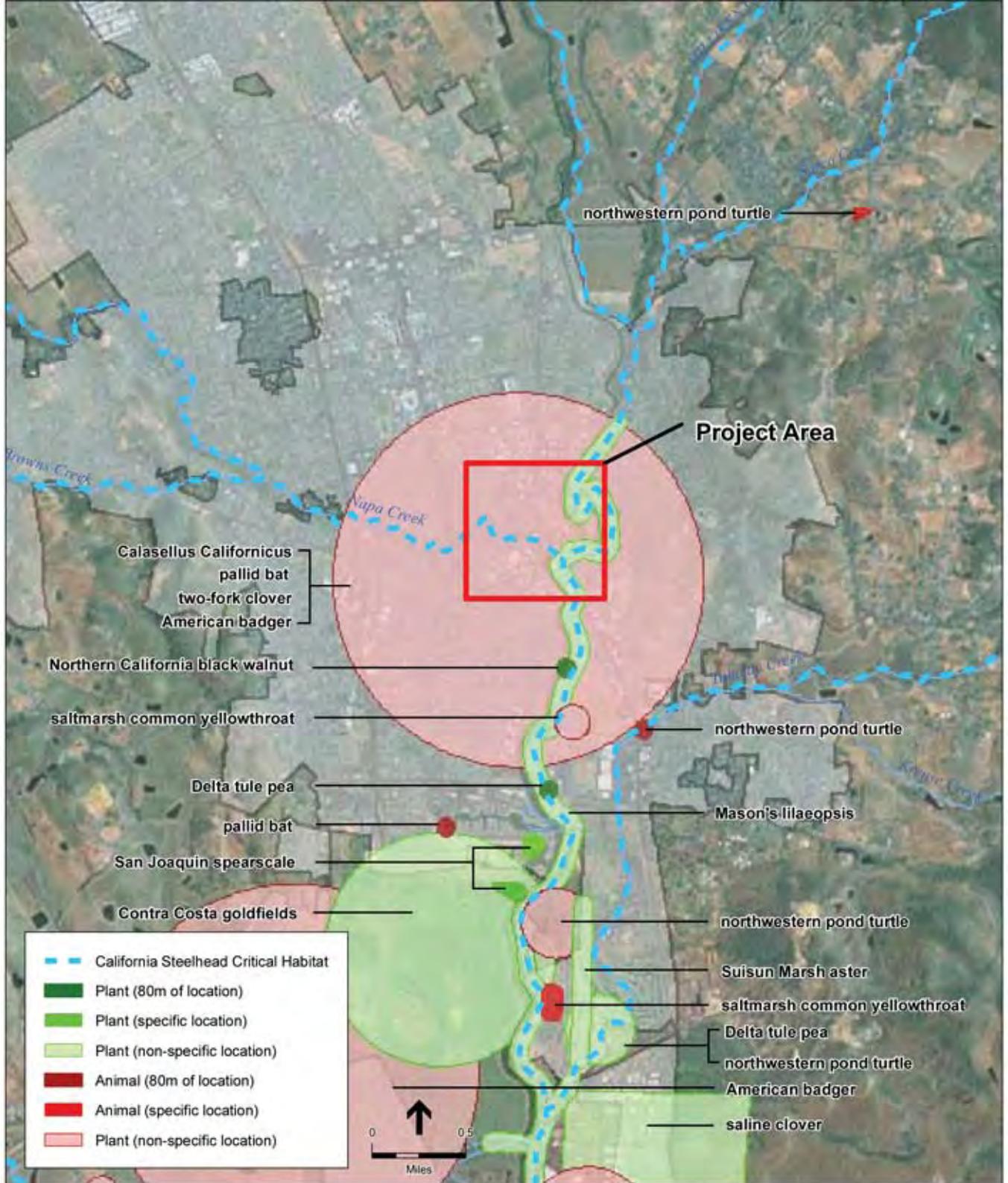
National Marine Fisheries Service (NMFS) designated critical habitat for central California coast steelhead DPS on September 2, 2005 and became effective on January 2, 2006. The Napa River is included in this critical habitat designation and is defined as the Napa River Hydrologic Subarea, which includes the Napa River and most of the tributaries, including Napa Creek. The primary constituents of critical habitat include fresh water spawning sites with water quality and quantity and substrate that support spawning, incubation and larval development.

#### *Protected Trees*

The City of Napa Municipal Code protects heritage trees, protected native trees, and street trees (see *Regulatory Framework*, below).

#### **Regulatory Setting**

This subsection briefly describes federal, state, and local regulations, permits, and policies pertaining to biological resources and wetlands as they apply to the Planning Area.



## *Special-Status Species*

**Federal Endangered Species Act.** The USFWS, which has jurisdiction over plants, wildlife, and most freshwater fish, and the National Marine Fisheries Service (NMFS), which has jurisdiction over anadromous fish, marine fish, and mammals, oversee implementation of the Federal Endangered Species Act (FESA). Section 7 of the FESA mandates that all federal agencies consult with the USFWS and NMFS to ensure that federal agency actions do not jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat for listed species. A federal agency is required to consult with USFWS and NMFS if it determines a “may affect” situation will occur in association with the proposed project. The FESA prohibits the “take”<sup>2</sup> of any fish or wildlife species listed as threatened or endangered, including the destruction of habitat that could hinder species recovery.

Under Section 9 of the FESA, the take prohibition applies only to wildlife and fish species. However, Section 9 does prohibit the removal, possession, damage, or destruction of any endangered plant from federal land. Section 9 also prohibits acts to remove, cut, dig up, damage, or destroy an endangered plant species in non-federal areas in knowing violation of any state law or in the course of criminal trespass. Candidate species and species that are proposed or under petition for listing receive no protection under Section 9 of the FESA.

Section 10 of the FESA requires the issuance of an “incidental take” permit before any public or private action may be taken that would potentially harm, harass, injure, kill, capture, collect, or otherwise hurt (i.e., take) any individual of an endangered or threatened species. To offset the take of individuals that may occur incidental to implementation of the project, the permit requires preparation and implementation of a habitat conservation plan that provides for the overall preservation of the affected species through specific mitigation measures.

**Federal Migratory Bird Treaty Act.** The federal Migratory Bird Treaty Act (16 USC, Section 703, Supplement I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and egg.

**Federal Essential Fish Habitat.** The Sustainable Fisheries Act of 1996 (Public Law 104-297), amended the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) to establish new requirements for Essential Fish Habitat (EFH) descriptions in federal Fisheries Management Plans (FMPs) and to require federal agencies to consult with the National Marine Fisheries Service (NMFS) on activities that may adversely affect EFH. The Magnuson-Stevens Act requires all fishery management councils to amend their FMPs to describe and identify EFH for each managed fishery. The act also requires consultation for all federal agency actions that may adversely affect EFH (i.e., direct versus indirect effects); it does not distinguish between actions in EFH

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<sup>2</sup> “Take,” as defined in Section 9 of the FESA, is broadly defined to include intentional or accidental “harassment” or “harm” to wildlife. “Harass” is further defined by the U.S. Fish and Wildlife Service as an intentional or negligent act or omission that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns that include, but are not limited to, breeding, feeding, and sheltering. “Harm” is defined as an act that actually kills or injures wildlife. This may include significant habitat modification or degradation that actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.

and actions outside EFH. Any reasonable attempt to encourage the conservation of EFH must take into account actions that occur outside of EFH, such as upstream and upslope activities that may have an adverse effect on EFH. Therefore, EFH consultation with NMFS is required by federal agencies undertaking, permitting, or funding activities that may adversely affect EFH, regardless of the activity's location. Under section 305(b)(4) of the Magnuson-Stevens Act, NMFS is required to provide EFH conservation and enhancement recommendations to federal and state agencies for actions that adversely affect EFH. However, state agencies and private parties are not required to consult with NMFS unless state or private actions require a federal permit or receive federal funding. Although the concept of EFH is similar to that of critical habitat under the FESA, measures recommended to protect EFH by NMFS are advisory, not proscriptive.

**California Endangered Species Act.** Under the California Endangered Species Act (CESA), CDFG has the responsibility for maintaining a list of threatened and endangered species (California Fish and Game Code Section 2070). CDFG also maintains a list of "candidate species," which are species formally noticed as being under review for addition to either the list of endangered species or the list of threatened species. In addition, CDFG maintains lists of "species of special concern," which serve as "watch lists." Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species could be present on the project site and determine whether the proposed project could have a potentially significant impact on such species. In addition, CDFG encourages informal consultation on any proposed project that may affect a candidate species.

**California Environmental Quality Act.** The intent of the California Environmental Quality Act (CEQA) is to maintain "high-quality ecological systems and the general welfare of the people of the state." It is the policy of the state to "prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history." CEQA forbids agencies from approving projects with significant adverse impacts when feasible alternatives or feasible mitigation measures can substantially reduce such impacts.<sup>3</sup>

CEQA requires consultation with CDFG on any project an agency initiates that is not statutorily or categorically exempt from CEQA. The CEQA Guidelines (Section 15065a) indicate that impacts on state- and federal-listed rare, threatened, or endangered plants or animals are significant.

Although rare, threatened, and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(b) provides that a species not listed on federal or state protected species lists may be considered rare threatened, or endangered if the species can be shown to meet certain criteria (e.g., it can be shown that the species' survival in the wild is in jeopardy or the species is at risk of becoming endangered in the near future). These criteria have been modeled after the definition in

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<sup>3</sup> CEQA also provides that a project might be approved in spite of residual, unmitigated significant impacts, by adoption of a statement of overriding social and economic considerations in situations where mitigations or alternatives are deemed infeasible.

the FESA and the section of the California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in the CEQA Guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a "species of concern" that has not yet been listed by either the USFWS or CDFG. Thus, CEQA provides an agency with the ability to protect a species from a project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted. Under CEQA Guidelines Section 15380, impacts on species that meet the specified criteria but are not officially listed may also be considered significant by the lead agency (for an EIR), depending on the applicability of other laws (e.g., Migratory Bird Treaty Act) and the discretion of the agency. For example, CDFG interprets Lists 1A, 1B, and 2 of the California Native Plant Society's *Inventory of Rare and Endangered Vascular Plants of California* to consist of plants that, in a majority of cases, would qualify for listing as rare, threatened, or endangered. However, the determination of whether an impact is significant is a function of the lead agency, absent the protection of other laws. Projects subject to CEQA review must specifically address potential impacts on listed species and provide mitigation measures if the impact is significant.

**California Native Plant Protection Act.** State listing of plant species began in 1977 with the passage of the California Native Plant Protection Act (NPPA), which directed CDFG to carry out the legislature's intent to "preserve, protect, and enhance endangered plants in this state." The NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare and to require permits for collecting, transporting, or selling such plants. The California Endangered Species Act expanded upon the original NPPA and enhanced legal protection for plants. The CESA established threatened and endangered species categories, and grandfathered all rare animals—but not rare plants—into the act as threatened species. Thus, there are three listing categories for plants in California: rare, threatened, and endangered.

**California Fish and Game Code.** Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.3 of the California Fish and Game Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs.

The California Fish and Game Code (Sections 3511-birds, 4700-mammals, 5050-reptiles and amphibians, and 5515-fish) also allows the designation of a species as Fully Protected. This designation provides a greater level of protection than is afforded by the California Endangered Species Act, since it means the designated species cannot be taken at any time.

**Sensitive Natural Communities.** Sensitive natural communities are identified as such by CDFG's Natural Heritage Division and include those that are naturally rare and those whose extent has been greatly diminished through changes in land use. The California Natural Diversity Database (CNDDDB) tracks 135 such natural communities in the same way that it tracks occurrences of special-status species: information is maintained on each site's location, extent, habitat quality, level of disturbance, and current protection measures. CDFG is mandated to seek the long-term perpetuation of the areas in which

these communities occur. While there is no statewide law that requires protection of all special-status natural communities, CEQA requires consideration of a project's potential impacts on biological resources of statewide or regional significance.

### *Jurisdictional Waters (Including Wetlands)*

#### **Definitions.**

***Waters of the United States.*** The term "waters of the United States," as defined in the Code of Federal Regulations (33 C.F.R. § 328.3[a]; 40 C.F.R. § 230.3[s]), refers to:

1. All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters:
  - which are or could be used by interstate or foreign travelers for recreational or other purposes; or
  - from which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
  - which are used or could be used for industrial purposes by industries in interstate commerce.
4. All impoundments of waters otherwise defined as waters of the United States under the definition;
5. Tributaries of waters identified in paragraphs (1) through (4);
6. Territorial seas; and
7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6).
8. Waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with EPA (33 CFR 328.3[a][8]).

Wetlands are ecologically productive habitats that support a rich variety of both plant and animal life. The importance of wetlands has increased due to their value as recharge areas and filters for water supplies and to their widespread filling and destruction to enable urban and agricultural development. Examples of wetlands may include freshwater marsh, seasonal wetlands, and vernal pool complexes that are adjacent to waters of the U.S. In a jurisdictional sense, there are two commonly used wetland

definitions, one adopted by the U.S. Environmental Protection Agency (EPA) and U.S. Army Corps of Engineers (Corps) and a separate definition, originally developed by U.S. Fish and Wildlife Service (USFWS), which has been adopted by agencies in the State of California that have regulatory authority over wetlands. Both definitions are presented below.

**Federal Wetland Definition.** Under federal law, wetlands are a subset of “waters of the United States” and receive protection under Section 404 of the Clean Water Act (CWA). Wetlands are defined as those areas that are inundated or saturated by surface or ground water at a frequency and duration that are sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetland determination under the federal wetland definition adopted by the Corps requires the presence of three factors: (1) wetland hydrology; (2) plants adapted to wet conditions; and (3) soils that are routinely wet or flooded [33 C.F.R. § 328.3(b)]. In January 2001, the Supreme Court of the United States ruled that certain isolated wetlands do not fall under the jurisdiction of the CWA (*Solid Waste Agency of Northwestern Cook County v. United States Army Corps of Engineers et al.*).

**California Wetland Definition.** The California Department of Fish and Game (CDFG) and the California Coastal Commission (CCC) have adopted the USFWS Cowardin (1979) definition of wetlands. While the federal definition of wetlands requires three wetland identification parameters to be met, the Cowardin definition can be satisfied under some circumstances with the presence of only one parameter. Thus, identification of wetlands by State agencies may include areas that are permanently or periodically inundated or saturated and without wetland vegetation or soils, such as rocky shores, or areas that presume wetland hydrology based on the presence of at least one of the following: a) a seasonal or perennial dominance by hydrophytes<sup>4</sup> or b) the presence of hydric<sup>5</sup> soils. CDFG does not normally assert jurisdiction over wetlands unless they are subject to Streambed Alteration Agreements (CDFG Code Sections 1600–1616) or they support state-listed endangered species.

**Other Waters of the U.S.** “Other waters of the U.S.” refers to additional features that are regulated by the CWA but are not wetlands (33 CFR 328.4). To be considered jurisdictional, these features must exhibit a defined bed and bank and an ordinary high water mark. The term ordinary high water mark refers to a line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other means appropriate to the characteristics of the surrounding areas. Examples of other waters of the U.S. include rivers, creeks, ponds, and lakes.

**U.S. Army Corps of Engineers and U.S. Environmental Protection Agency Regulations.** The U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act. Projects that would result in the placement of dredged or fill material into waters of the United States

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<sup>4</sup> A *hydrophyte* is, literally, a water loving plant, i.e., one that is adapted to growing in conditions where the soil lacks oxygen, at least periodically during the year, due to saturation with water.

<sup>5</sup> A *hydric* soil is one that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile.

require a Section 404 permit from the Corps. Some classes of fill activities may be authorized under General or Nationwide permits if specific conditions are met. Nationwide permits do not authorize activities that are likely to jeopardize the existence of a threatened or endangered species (listed or proposed for listing under the FESA). In addition to conditions outlined under each Nationwide Permit, project-specific conditions may be required by the Corps as part of the Section 404 permitting process. When a project's activities do not meet the conditions for a Nationwide Permit, an Individual Permit may be issued.

Section 401 of the Clean Water Act requires an applicant for a Corps permit to obtain state certification that the activity associated with the permit will comply with applicable state effluent limitations and water quality standards. In California, water quality certification, or a waiver, must be obtained from the Regional Water Quality Control Board for both Individual and Nationwide Permits.

The Corps also regulates activities in navigable waters under Section 10 of the Rivers and Harbors Act. The construction of structures, such as tidegates, bridges, or piers, or work that could interfere with navigation, including dredging or stream channelization, may require a Section 10 permit, in addition to a Section 404 permit if the activity involves the discharge of fill.

Finally, the federal government also supports a policy of minimizing "the destruction, loss, or degradation of wetlands." Executive Order 11990 (May 24, 1977) requires that each federal agency take action to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.

In recent years several Supreme Court cases have challenged the scope and extent of the Corps' jurisdiction over waters of the United States and have led to several reinterpretations of that authority. The most recent of these decisions are the case of *Solid Waste Agency of Northern Cook County (SWANCC) v. the Army Corps of Engineers* (January 9, 2001) and *Rapanos v. United States* (June, 2006). The SWANCC decision found that jurisdiction over non-navigable, isolated, intrastate waters could not be based solely on the use of such waters by migratory birds. The reasoning behind the SWANCC decision could be extended to suggest that waters need a demonstrable connection with a 'navigable water' to be protected under the CWA. The introduction of the term isolated has led to the consideration of the relative connectivity between waters and wetlands as a jurisdictionally relevant factor. The more recent Rapanos case further questioned the definition of "waters of the United States" and the scope of federal regulatory jurisdiction over such waters but resulted in a split decision which did not provide definitive answers but expanded on the concept that a 'significant nexus' with traditional navigable waters was needed for certain waters to be considered jurisdictional.

On June 5, 2007 the EPA and the Corps released guidance on CWA jurisdiction in response to the Rapanos Supreme Court decisions, which can be used to support a finding of CWA coverage for a particular water body when either a) there is a significant nexus between the stream or wetland in question and navigable waters in the traditional sense; or b) a relatively permanent water body is hydrologically connected to traditional navigable waters and/or a wetland has a surface connection with that water. According

to this guidance the Corps and the EPA will take jurisdiction over the following waters: 1) Traditional navigable waters, which are defined as all waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; 2) Wetlands adjacent to traditional navigable waters; including adjacent wetlands that do not have a continuous surface connection to traditional navigable waters; 3) Non-navigable tributaries of traditional navigable waters that are relatively permanent where the tributaries typically flow year-round or have continuous flow at least seasonally (e.g., typically three months); and 4) Wetlands adjacent to non-navigable tributaries as defined above; that have a continuous surface connection to such tributaries (e.g. they are not separated by uplands, a berm, dike, or similar feature).

The EPA and the Corps decide jurisdiction over the following waters based on a fact-specific analysis to determine if there is a significant nexus, as defined below, to a traditional navigable water: a) Non-navigable tributaries that are not relatively permanent; b) Wetlands adjacent to non-navigable tributaries that are not relatively permanent; and c) wetlands adjacent to but that do not directly abut a relatively permanent non-navigable tributary.

The EPA and the Corps *generally* do not assert jurisdiction over: 1) swales or erosional features (e.g., gullies, small washes characterized by low volume, infrequent, or short duration flow) or 2) ditches (including roadside ditches) excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water.

The EPA and the Corps have defined the significant nexus standard as follows:

1. A significant nexus analysis assesses the flow characteristics and functions of the tributary itself and the functions performed by all wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical and biological integrity of downstream traditional navigable waters;
2. Significant nexus analysis includes consideration of hydrologic and ecologic factors including: a) volume, duration, and frequency of flow, including consideration of certain physical characteristics of the tributary; b) proximity to a traditional navigable water; c) size of the watershed; d) average annual rainfall; e) average annual winter snow pack; f) potential of tributaries to carry pollutants and flood waters to traditional navigable waters; g) provision of aquatic habitat that supports a traditional navigable water; h) potential of wetlands to trap and filter pollutants or store flood waters; and i) maintenance of water quality in traditional navigable waters.

**State Policies and Regulations.** State regulation of activities in waters and wetlands resides primarily with CDFG and the State Water Resources Control Board (SWRCB). In addition, the California Coastal Commission has review authority for wetland permits within its planning jurisdiction. CDFG provides comment on Corps permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code, Sections 1600-1616, to enter into a Streambed Alteration Agreement with applicants and to develop mitigation measures when a proposed project would obstruct the flow or alter the bed, channel, or bank of a river or stream in

which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the nine Regional Water Quality Control Boards, must certify that a Corps permit action meets state water quality objectives (Section 401, Clean Water Act).

### ***City of Napa Municipal Code.***

#### Trees

The Municipal Code designates specific parts of the City where a tree permit is required for tree removal/impacts, tree replacement measures for those trees removed, and tree protection measures for those trees that will be retained. Trees on city property require a permit to injure, destroy, or remove them, or to place stone, cement, plastic, or any other substance which impedes the free access of water or air to the roots, within 20 inches of the trunk. Prior to construction, trees are required to be protected from damage to trunks, branches, roots, or damage caused by soil compaction or contamination. All landscape materials are also protected (12.44.040). Native trees are also protected on private property. Permits are required to prune any branch or limb of a protected native tree greater than four inches in diameter or remove more than 10 percent of any live foliage in any one year period, cut any root over two (2) inches in diameter within the drip line area, change, by more than two feet, grade elevations within the drip line area, place or allow to flow into or over the drip line area any oil, fuel, concrete mix or other substance that could injure the tree, and removal.

#### Creeks and Other Watercourses

The Napa Municipal Code Section 17.52.110 includes regulations pertaining to stream bank safety, and protection and enhancement of riparian habitat corridors. This section establishes a stream setback distance of at least 20 feet from the top of bank, or more if riparian habitat is present.

#### Wetlands/marshes

The Napa Municipal Code Section 17.52.530 includes regulations for protecting and restoring wetland areas, such as avoiding significant wetlands, protecting the wetlands with buffers, and creating management plans that monitor the health of significant wetlands near new development.

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## 4. GEOLOGY AND SOILS

This section describes the existing geology, soil conditions, and seismicity in the Specific Plan Area and the state and local regulations that would apply to implementing the Downtown Napa Specific Plan (Plan). In general, this section provides an assessment of local geological and seismic conditions that could have an effect on the Plan. This section describes existing conditions in terms of local topography, geologic substrate, soil resources, and regional seismicity. In the context of the project area, the setting section also identifies local geologic and seismic hazards that could affect structures associated with the Plan.

### SETTING

#### *Regional Setting*

##### *Geology*

The project area is located within the geologically complex region of California referred to as the Coast Range Geomorphic Province. Much of the Coast Range province is composed of marine sedimentary deposits and volcanic rocks that form northwest trending mountain ridges and valleys, running subparallel to the San Andreas Fault Zone. Bedrock geology in this region consists primarily of graywacke, shale, greenstone (altered volcanic rocks), basalt, chert (ancient silica-rich ocean deposits), and sandstone that originated as ancient sea floor sediments. The Franciscan units are overlain in areas by volcanic cones and flows of the Quien Sabe, Sonoma and Clear Lake volcanic fields.

The Coast Range Province is divided into a northern and southern half with the San Francisco Bay as the dividing boundary. The San Francisco Bay lies within a broad depression created from an east-west expansion between the San Andreas and the Hayward fault systems. The San Andreas fault zone runs roughly parallel to the Pacific coastline in western Marin County. Napa Valley is a northwest trending valley typical of the Northern Coast Ranges.

##### *Seismicity*

The seismic environment in Northern California and the San Francisco Bay Area is characterized by the San Andreas Fault system, which formed due to major forces occurring at the boundary of shifting tectonic plates. This fault system, and its northwest-trending folds and faults, control much of the geologic structure within the northern Coast Ranges. The U.S. Geological Survey (USGS) Working Group on California Earthquake Probabilities estimated that there is a 21 percent chance of the San Andreas Fault experiencing an earthquake of magnitude 6.7 or greater in the next 30 years (USGS, 2008).

## Regional Faults

The San Francisco Bay Area region contains both active and potentially active faults and is considered a region of high seismic activity.<sup>6</sup> Throughout the project area there is a potential of damage from movement along any one of a number of the active Bay Area faults. The USGS estimates that there is a 63 percent probability of at least one moment magnitude 6.7 or greater earthquake occurring in the San Francisco Bay region over the next 30 years.<sup>7</sup> Among the various active faults in the region, the Hayward-Rodgers Creek and San Andreas fault systems are the two most likely to cause such an event (USGS, 2008).<sup>8</sup>

**Figure 3** depicts active faults in the vicinity of the Plan Area which include the West Napa, Green Valley-Concord, Rodgers Creek, Maacama, and the San Andreas faults. **Table 5** lists these faults along with other potentially active fault systems, and identifies the dates of their most recent activity and the estimated maximum moment magnitude of a characteristic future event. The distance listed to the various faults represents the shortest distance to the project area. The Rodgers Creek and West Napa faults are the closest faults to the Plan Area.

**TABLE 5  
ACTIVE AND POTENTIALLY ACTIVE REGIONAL FAULTS  
IN THE VICINITY OF THE PLAN AREA**

Fault Zone	Location Relative to Project Area	Recency of Faulting <sup>a</sup>	Historical Seismicity <sup>b</sup>	Maximum Moment Magnitude <sup>d</sup>
West Napa	4 Miles Southwest	Holocene –Active	NA	6.5
Green Valley-Concord (includes Cordelia Fault Zone)	6 miles east	Holocene – Active	Active creep <sup>c</sup>	6.9
Rodgers Creek (includes potentially active Healdsburg and Tolay fault zones)	12 Miles Southwest	Historic – Active	M 6.7: 1898 M 5.6, 5.7: 1969	7.0
Hayward	20 miles southwest	Historic – Active	M 6.8: 1868 M 7.0: 1838 Many <M 4.5	6.9
Marsh Creek-Greenville	29 miles southeast	Historic – Active	M 5.6: 1980	6.9
Maacama	30 miles north	Holocene – Active	NA	7.1
San Andreas (Peninsula and Golden Gate segments)	32 miles west	Historic – Active	M 7.1: 1989 M 8.25: 1906 M 7.0: 1838 Many <M 6	7.3

<sup>6</sup> An “active” fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A “potentially active” fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive (Hart and Bryant, 1997).

<sup>7</sup> Moment magnitude is related to the physical size of a fault rupture and movement across a fault. The Richter magnitude scale reflects the maximum amplitude of a particular type of seismic wave. Moment magnitude provides a physically meaningful measure of the size of a faulting event (California Geological Survey (CGS), 2002).

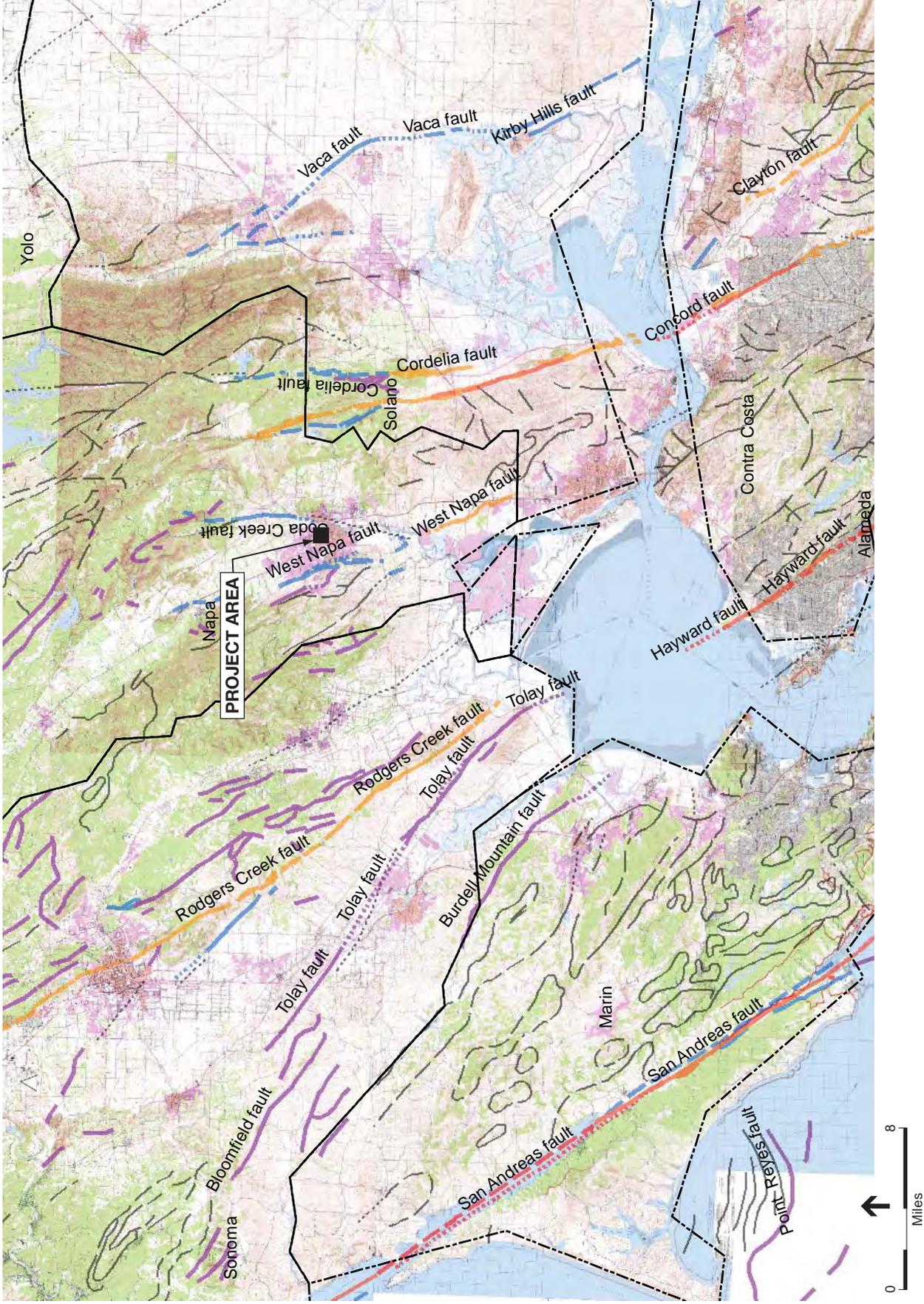
<sup>8</sup> The Rodgers Creek fault is considered to be a northern extension of the Hayward fault which has not been mapped beneath San Pablo Bay.

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- <sup>a</sup> Recency of faulting from Jennings (1994). Historic: displacement during historic time (within last 200 years), including areas of known fault creep; Holocene: evidence of displacement during the last 10,000 years; Quaternary: evidence of displacement during the last 1.6 million years; Pre-Quaternary: no recognized displacement during the last 1.6 million years (but not necessarily inactive).
  - <sup>b</sup> Richter magnitude (M) and year for recent and/or large events.
  - <sup>c</sup> Slow fault movement that occurs over time without producing an earthquake.
  - <sup>d</sup> Maximum moment magnitude from Peterson *et al.* (1996). This is the maximum earthquake moment magnitude which could occur within the specified fault zone.

NA = Not applicable and/or not available.

SOURCES: Jennings, 1994, Hart and Bryant, 1997, and Peterson *et al.*, 1996.

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Napa Downtown Specific Plan  
**Figure 3**  
 Regional Fault Figure

SOURCE: ESA

Large historic earthquakes (magnitude 6 and greater) on regional active faults have been responsible for generating significant ground shaking throughout the region including events on the Rodgers Creek fault (1886, 1965), San Andreas (1906, 1989) and the Maacama fault (1906). The Rodgers Creek fault is considered the northern extension of the Hayward fault and is capable of causing significant ground shaking from Vallejo to north of Healdsburg. The most recent significant earthquake on the Rodgers Creek fault occurred in October 1, 1969. On this date, two earthquakes of magnitude 5.6 and 5.7 occurred in an 83-minute period and caused serious damage to buildings in Santa Rosa. The last major earthquake (estimated Richter magnitude 6.7) was generated in 1898 with an epicenter near Mare Island at the north margin of San Pablo Bay. The USGS estimates the probability of a large earthquake (magnitude 6.7 or greater) on the Rodgers Creek fault (when considered together with the Hayward fault) during the period between 2002 and 2032 to be 31 percent (USGS, 2008). The expected ground shaking generated by a seismic event on the Rodgers Creek Fault is anticipated to cause significant damage and interruption of service for transportation (e.g., highways, railroads, and marine facilities) and lifeline (e.g., water supply, communications, and petroleum pipelines) facilities throughout Napa County.

### *Shaking Intensity*

While the moment and Richter magnitudes are a measure of the energy released in an earthquake, intensity is a measure of the earthquake ground shaking effects at a particular location. Intensity varies depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material underlying a particular area. The Modified Mercalli Intensity (MMI) scale (**Table 6**) is commonly used to express the earthquake intensity and damage severity caused by earthquakes because it expresses ground shaking relative to actual physical effects observed by people and therefore is a useful scale for comparing different seismic events. MMI values range from I (earthquake not felt) to XII (damage nearly total). Earthquakes on the various active and potentially active San Francisco Bay Area fault systems can produce a wide range of ground shaking intensities within the project area.

The closest active faults to the project area are the West Napa and the Green Valley-Concord faults. The West Napa fault is located east of the Napa River and trends northwest across the Napa County Airport. The most recent significant earthquakes on the Rodgers Creek fault both occurred on October 1, 1969. On this date, two earthquakes of Richter magnitude 5.6 and 5.7 occurred within an 83-minute period. Buildings in Santa Rosa sustained serious damage during these quakes. Prior to these events, the last major earthquake (estimated Richter magnitude 6.7) was generated in 1898 with an epicenter near Mare Island at the north margin of San Pablo Bay (see Table 3.1-2). The Green Valley-Concord fault extends from Walnut Creek north to Wooden Valley (east of Napa Valley). Historical record indicates that no large earthquakes have occurred on the Concord or Green Valley Faults (USGS, 2003). However, a moderate earthquake of magnitude M5.4 occurred on the Concord fault segment in 1955. The Concord and Green Valley Faults exhibit active fault creep and are considered to have a small probability of causing a significant earthquake.

The Rodgers Creek fault zone is the southern segment of a fracture zone that includes the Rodgers Creek fault (north of San Pablo Bay) and the Healdsburg fault (northern

Sonoma County). The most recent significant earthquakes on the Rodgers Creek fault both occurred on October 1, 1969. On this date, two earthquakes of Richter magnitude 5.6 and 5.7 occurred within an 83-minute period. Buildings in Santa Rosa sustained serious damage during these quakes. Prior to these events, the last major earthquake (estimated Richter magnitude 6.7) was generated in 1898 with an epicenter near Mare Island at the north margin of San Pablo Bay.

**TABLE 6  
MODIFIED MERCALLI SCALE (ABRIDGED)**

Intensity Value	Intensity Description	Average Peak Acceleration <sup>a</sup>
I	Not felt except by a very few persons under especially favorable circumstances.	< 0.0017 g
II	Felt only by a few persons at rest, especially on upper floors on buildings. Delicately suspended objects may swing.	< 0.014 g
III	Felt quite noticeably indoors; especially on upper floors of buildings, but many people do not recognize it as an earthquake.	< 0.014 g
IV	During the day felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound.	0.014–0.039 g
V	Felt by nearly everyone, many awakened. Some dishes, windows, etc., broken; a few instances of cracked plaster; unstable objects overturned.	0.039–0.092 g
VI	Felt by all, many frightened and run outdoors. Some heavy furniture moved; minor fallen plaster or damaged chimneys. Damage slight.	0.092–0.18 g
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken.	0.18–0.34 g
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls.	0.34–0.65 g
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse.	0.65–1.24 g
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from riverbanks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.	> 1.24 g
XI	Few, if any, (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.	> 1.24 g
XII	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.	> 1.24 g

<sup>a</sup> g is gravity = 980 centimeters per second squared. Acceleration is scaled against acceleration due to gravity or the acceleration with which a ball falls if released at rest in a vacuum (1.0 g). Acceleration of 1.0 g is equivalent to a car traveling 100 meters (328 feet) from rest in 4.5 seconds.

SOURCE: CGS, 2003.

### *Seismic Ground Shaking*

Strong ground shaking from earthquakes generated by active faults in the Bay Area is a hazard to the project area. During project operation, it is likely that at least one moderate to severe earthquake will cause strong ground shaking within the project vicinity. Ground shaking intensity is related to the size (i.e., magnitude) of an earthquake, the distance from the epicenter to the project's location, and the response of the geologic materials that underlie the site. As a rule, the greater the earthquake magnitude and the closer the fault rupture to the site, the greater the intensity of

ground shaking. Violent shaking is generally expected at and near the epicenter of a large earthquake, although studies of recent earthquakes, such as those conducted after the 1992 Landers earthquake, indicate that directional ground motion along a fault can cause strong ground shaking farther away from the epicenter. Seismic hazards due to ground shaking can cause the greatest amounts of damage to structures and utilities and unsecured equipment.

The composition of underlying soils can be a primary determining factor of ground shaking because loose or soft alluvial sediments or fill, even those relatively distant from earthquake epicenters, can intensify ground shaking. Non-engineered artificial fill, if present, could intensify ground shaking effects in the event of an earthquake on one of the aforementioned faults. Areas directly underlain by bedrock would likely experience less-severe ground shaking due to the ability of the bedrock to attenuate seismic waves.

Strong ground shaking or ground motion is described as motion of sufficient strength to affect people and their environment. The common way to describe ground motion during an earthquake is with the motion parameters of acceleration and velocity in addition to the duration of the shaking. A common measure of ground motion is the peak ground acceleration (PGA), which is the largest value of horizontal acceleration obtained from a seismograph. PGA is expressed as the percentage of the acceleration due to gravity (g) which is approximately 980 centimeters per second squared. In terms of automobile accelerations, one "g" of acceleration is a rate of increase in speed equivalent to a car traveling 328 feet from a stopped position in 4.5 seconds. For comparison purposes, the maximum PGA value recorded during the Loma Prieta earthquake of 1989 was in the vicinity of the epicenter, near Santa Cruz, at 0.64 g.

Geologists and engineers attempt to predict earthquake ground acceleration at sites to improve the structural design of buildings and underground utilities to enable them to withstand earthquake motion. A probabilistic seismic hazard assessment describes seismic hazard from earthquakes that geologists and seismologists agree could occur. It is "probabilistic" in that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting ground motions that can affect a particular site. The results of probabilistic analyses are typically more realistic because it accounts for the full range of possible earthquakes, their location, frequency of occurrence, size, and the propagation of the earthquake motion from the rupture zone to the site of interest; the results take into account certainty in the vulnerability of structures. The fundamental difference between deterministic and probabilistic analyses is that deterministic analyses do not consider the probability associated with the earthquake hazard.

In 1999, the California Geological Survey (CGS) completed the Seismic Shaking Hazard Maps for California to describe the statewide distribution of estimated ground motion throughout the state. These maps provide a conservative estimate, through probabilistic analysis, of the peak ground acceleration for all regions of California. Based on estimates of this seismic hazards assessment, the PGA in the region of the Plan Area could reach or exceed 0.45 g (1 chance in 475 of being exceeded each year) (CGS, 2009; Petersen et al., 1996). Seismic ground shaking is discussed further in the impacts analysis below.

## ***Potential Geologic / Seismic Hazards***

The project area could experience the effects of a major earthquake from one of the active or potentially active faults located within 100 miles of the project area. The four major hazards associated with earthquakes are fault surface rupture (ground displacement), ground motion (or ground shaking, discussed above), ground failure (e.g., liquefaction), and differential settlement. Considering the geologic context of the project area and nature of the project, the typical geologic hazards could include slope instability, soil erosion, settlement, and the potential to encounter expansive and/or corrosive soil materials. These hazards are discussed briefly below and provide the initial context for further evaluation in the impact analysis.

### ***Seismic Hazards***

**Surface Fault Rupture.** Surface fault rupture is typically observed and is expected on or within close proximity to the causative fault trace.<sup>9</sup> The West Napa and Green Valley-Concord fault zones are the closest active faults to the project area zoned under the Alquist-Priolo Earthquake Fault Zoning Act. As indicated above, neither of these faults transect the Plan Area and no other active faults have been mapped within or relatively close to the Plan Area. Surface fault rupture would not necessarily be limited to the boundaries of these Alquist-Priolo Fault Zones, however the risk of surface rupture miles outside of these zones would be considered very low. Therefore, there is very low risk of surface fault rupture within the Plan Area.

**Liquefaction.** Liquefaction is the sudden temporary loss of shear strength in saturated, loose to medium dense, granular sediments subjected to ground shaking. Liquefaction generally occurs when seismically-induced ground shaking causes pore water pressure to increase to a point equal to the overburden pressure. Liquefaction can cause foundation failure of buildings and other facilities due to the reduction of foundation bearing strength. The potential for liquefaction depends on the duration and intensity of earthquake shaking, particle size distribution of the soil, density of the soil, and elevation of the groundwater. Areas at risk due to the effects of liquefaction are typified by a high groundwater table and underlying loose to medium-dense, granular sediments, particularly younger alluvium and artificial fill. Liquefaction hazard maps compiled for the Bay Area Region by the Association of Bay Area Governments indicate that there is a range of liquefaction from low to very high within the Plan Area (ABAG, 2009). In general, areas closer to Napa River have a higher potential for liquefaction.

**Earthquake-Induced Settlement.** Settlement of the ground surface can be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur as a result of the relatively rapid compaction and settling of subsurface materials (particularly loose, non-compacted, and variable sandy sediments) due to the rearrangement of soil particles during prolonged ground shaking. Settlement can occur both uniformly and differentially (i.e., where adjoining areas settle at different rates). Typically, areas underlain by artificial fills, unconsolidated alluvial sediments, slope wash, and areas with improperly engineered construction fills are susceptible to this type of settlement. In

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<sup>9</sup> Fault rupture is displacement at the earth's surface resulting from fault movement associated with an earthquake.

recognition of the variability of underlying material in the Plan Area, earthquake-induced settlement is discussed further under the impacts analysis below.

### *Other Geologic Hazards*

**Slope Instability and Landslides.** Slope failures, commonly referred to as landslides, include many phenomena that involve the downslope displacement and movement of material, either triggered by static (i.e., gravity) or dynamic (i.e., earthquake) forces. Rock slopes exposed to either air or water can undergo rockfalls, rockslides, or rock avalanches, while soil slopes experience shallow soil slides, rapid debris flows, and/or deep-seated rotational slides. The Plan Area is generally relatively level with not much of a potential for slope instability issues or landslides.

**Soil Erosion.** Erosion is the wearing away of soil and rock by processes such as mechanical or chemical weathering, mass wasting, and the action of waves, wind and underground water. Excessive soil erosion can eventually lead to damage of building foundations and roadways. The Plan Area is currently largely developed or vegetated and soils susceptible to erosion would be those exposed during the construction phase and along the river banks where soil is subjected to water action. Typically, the soil erosion potential is reduced once the soil is graded and covered with concrete, structures, asphalt, or slope protection.

**Settlement.** Settlement is the depression of the bearing soil when a load, such as that of a building or new fill material, is placed upon it. The process whereby soil materials settle at varying rates depending on the load weight is referred to as differential settlement. Differential settlement can be a greater hazard than total settlement if there are variations in the thickness of previous and new fills or natural variations in the thickness and compressibility of soils across a building footprint. Settlement commonly occurs as a result of building construction or other large projects that involve soil stockpiling. The Plan would entail the construction of new structures and redevelopment of existing buildings which could introduce new loads thereby resulting in the potential for settlement.

**Expansive Soils.** Expansive soils are characterized by a shrink-swell characteristic. "Shrink-swell" is the cyclical expansion and contraction that occurs in fine-grained clay sediments from wetting and drying. Structures located on soils with this characteristic may be damaged over a long period of time, usually as the result of inadequate foundation engineering. Structural damage may result over a long period of time, usually resulting from inadequate soil and foundation engineering or the placement of structures directly on expansive soils. Expansive soils are typically comprised of clays, which expand in volume when water is absorbed and shrink when dried. Soil materials vary within the Plan Area and only site specific testing could identify the presence of expansive soils however, it is very likely that some expansive soils may be present.

### **Soils**

The Soil Survey prepared by the Natural Resources Conservation Service identifies a variety of soil units within the downtown portion of Napa. The more prominent units include the Cole silt loam series on slopes of zero to 5 percent and the Bale clay loam on

slopes of zero to 2 percent (USDA, 2009). These two units comprise the majority of the Plan Area, however other units present include the Egbert silty clay loam, the Hambright-Rock outcrop complex, and the Yolo loam. In general, the soil resource base has varying hazards of erosion from water and varying potential for shrink-swell behavior. These soil units are derived from alluvium sources with the exception of the rock outcrop, however the bedrock unit represents a small fraction of the Plan Area.

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## 5. HAZARDS AND HAZARDOUS MATERIALS

This section describes the existing setting related to hazards and hazardous materials based on the current conditions, a regulatory database search for the project area, and the federal, state, and local regulations related to hazardous materials that would apply to the proposed Specific Plan.

### SETTING

#### *Background*

Materials and waste may be considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment.<sup>10</sup> In some cases, past industrial or commercial uses on a site can result in spills or leaks of hazardous materials and petroleum to the ground, resulting in soil and groundwater contamination. Federal and state laws require that soils having concentrations of contaminants such as lead, gasoline, or industrial solvents that are higher than certain acceptable levels must be handled and disposed as hazardous waste during excavation, transportation, and disposal. The California Code of Regulations (CCR), Title 22, §66261.20–24 contains technical descriptions of characteristics that would cause a soil to be classified as a hazardous waste. The use of hazardous materials and disposal of hazardous wastes are subject to numerous laws and regulations at all levels of government (see Regulatory Framework below).

#### *Hazardous Building Materials*

Development and redevelopment projects often involve the need to demolish existing older structures. Many older buildings contain building materials that consist of hazardous materials which can be hazardous to people and the environment once disturbed. These materials include lead-based paint, asbestos, and polychlorinated biphenyls (PCBs).

Prior to the EPA ban in 1978, lead-based paint was commonly used on interior and exterior surfaces of buildings. Through such disturbances as sanding and scraping activities, or renovation work, or gradual wear and tear, old peeling paint, or paint dust particulates have been found to contaminate surface soils or cause lead dust to migrate and affect indoor air quality. Exposure to residual lead can cause severe adverse health effects especially in children.

Asbestos is a naturally occurring fibrous material that was extensively used as a fireproofing and insulating agent in building construction materials before such uses were banned by the U.S. Environmental Protection Agency (USEPA) in the 1970s. Asbestos was commonly used for insulation of heating ducts as well as ceiling and floor

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<sup>10</sup> State of California, Health and Safety Code, Chapter 6.95, Section 25501(o).

tiles to name a few typical types of materials. Similar to lead-based paint, contained within the building materials asbestos fibers present no significant health risk, but once these tiny fibers are disturbed they become airborne and create potential exposure pathways. The fibers are very small and cannot be seen with the naked eye. Once they are inhaled they can become lodged into the lung potentially causing lung disease or other pulmonary complications.

PCBs are organic oils that were formerly used primarily as insulators in many types of electrical equipment including transformers and capacitors. After PCBs were determined to be a carcinogen in the mid to late 1970s, the USEPA banned PCB use in most new equipment and began a program to phase out certain existing PCB-containing equipment. Fluorescent lighting ballasts manufactured after January 1, 1978, do not contain PCBs and are required to have a label clearly stating that PCBs are not present in the unit.

## LOCAL SETTING

Land use within the project area is a mix of commercial, retail, and light industrial use. Commercial and light industrial operations have the potential to release hazardous materials to soil and groundwater within the Plan Area. Potential sources include gasoline service stations and industries that use solvents or other hazardous materials. Residential land use can also result in the release of hazardous materials.

A regulatory database search of existing sites within and immediately adjacent to the Plan Area was conducted for the purpose of this analysis (DTSC and SWRCB, 2009). This limited buffer was chosen based on professional judgment considering the general use of hazardous materials in the Plan Area and the size of the Plan Area. The database search involved a search of the Department of Toxic Substances Control (EnviroStor) and State Water Resources Control Board (Geotracker) environmental databases for sites with documented use, storage, or release of hazardous materials or petroleum products. The databases identified sites that have had reported releases of hazardous materials or waste including active contaminated sites that are currently under assessment and/or remediation. Some of the sites found on these databases include facilities or sites that are closed either because the contamination levels were found to be below regulatory thresholds requiring remediation or remediation has satisfied the regulatory agency overseeing the effort.

The Geotracker database includes sites found on the Spills, Leaks, Investigations, and Cleanups (SLIC) program as well as the Leaking Underground Fuel Tank (LUFT) program both of which are overseen by the Regional Water Quality Control Board (RWQCB). The Geotracker search results indicated that a total of 5 SLIC sites and 22 LUFT sites were found within the Plan Area. Of the 5 SLIC sites, only three of the sites or cases were open and are summarized below (SWRCB, 2009):

- Inn at the Town Center, 1400 First Street: A gasoline release was reported at this site in February 2002. Some remediation efforts have occurred at the site including excavation and offsite disposal in September 2007. A corrective action report was submitted on November 30, 2007. The last entry in the database includes a site visit for sampling and verification on June 19, 2008.

The current status of the site is open during verification monitoring as of January 28, 2009.

- Dow Cleaners, 1634 Clay Street: A leak of tetrachloroethylene (PCE), a common solvent used in dry cleaning operations, was discovered in June 2002. Since that time, the site has had several soil and groundwater site investigation reports submitted and a risk assessment report. However, the most recent entry in the database record is a quarterly monitoring report submitted on October 30, 2005.
- Ritz-Carlton, 1st and Jefferson Streets: This site involves a release of gasoline and "other petroleum" and was first reported in July of 2007. The current status is shown as an open site assessment and no further information is available.

Among the 22 LUFT sites the majority of the sites or cases have been closed and only three remain open (note description of a fourth site below). A summary of the open cases are provided below:

- Valley Auto Repair, 1046 McKinstry Street: A leak of diesel, gasoline, waste oils (including potentially motor oil, hydraulic oil and lubricating oils) was discovered on April 20, 2006. Remediation was recorded for the site on July 14, 2006. A request for closure of the site was submitted in February 2009 however the RWQCB determined there was insufficient data to grant this request. The current status of the site is open site assessment as of August 28, 2007.
- Napa Mill Hatt Building, 550 Main Street: A gasoline leak was reported in 1987 and reportedly stopped in 1989 according to the database. No other action is indicated for the site and the current status of the site is open site assessment as of November 1999. However, an enforcement/order letter was noted in 2004 indicating a potential need to conduct further site assessment or remediation work.
- Parking Garage, 1401 Clay Street: A gasoline leak was discovered in November 2006 and soil and groundwater investigation was implemented following that date. Groundwater monitoring wells were installed and the results of quarterly sampling of the groundwater has been reported. The current status of the site shows that it is open and in the assessment phase as of October 22, 2007.

In addition, the Napa River/Flood Protection Program with an address of 1001 Second Street was also listed in the database as an open LUFT site as a land disposal site. No contaminants, affected media or other data was found in this record other than an entry of remediation along with the date of March 24, 2009. No Superfund sites, State Response Sites, Voluntary Cleanup Sites, or School Cleanup sites are located within the Plan Area according to the Envirostor database (DTSC, 2009). In addition, there were no military evaluations or DTSC corrective actions located within the Plan Area.

## REGULATORY FRAMEWORK

### HAZARDOUS MATERIALS AND WASTE HANDLING

The California Environmental Protection Agency (Cal EPA), Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws require hazardous materials users to prepare written plans, such as Hazard Communication Plans and Hazardous Materials Business Plans. Laws and regulations require hazardous materials users to store these materials appropriately and to train employees to manage them safely. A number of agencies participate in enforcing hazardous materials management requirements, including DTSC, the Regional Water Quality Control Board (RWQCB) and the Napa County Department of Environmental Management (DEM).

Throughout Napa County, a Hazardous Materials Management Plan must be prepared and submitted to the County by businesses that use or store certain quantities of hazardous materials. The Federal Resource Conservation and Recovery Act of 1976 (RCRA) established a “cradle-to-grave” regulatory program for governing the generation, transportation, treatment, storage and disposal of hazardous waste. Under RCRA, individual states may implement their own hazardous waste programs in lieu of RCRA as long as the state program is at least as stringent as Federal RCRA requirements. In California, the DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous material waste. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; dictate the management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills.

### HAZARDOUS MATERIALS TRANSPORTATION

The United States Department of Transportation regulates hazardous materials transportation on all interstate roads. Within California, the state agencies with primary responsibility for enforcing federal and state regulations and for responding to transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications. Although special requirements apply to transporting hazardous materials, requirements for transporting hazardous waste are more stringent, and hazardous waste haulers must be licensed to transport hazardous waste on public roads.

### SOIL AND GROUNDWATER CONTAMINATION

In Napa County, remediation of contaminated sites is generally performed under the oversight of DTSC, the RWQCB, and/or the DEM. At sites where contamination is suspected or known to occur, the project sponsor is required to

perform a site investigation and draw up a remediation plan, if necessary. For typical development projects, site remediation is completed either before or during the construction phase of the project.

## **UNDERGROUND STORAGE TANKS**

State laws governing USTs specify requirements for permitting, monitoring, closure, and cleanup. Regulations set forth construction and monitoring standards for existing tanks, release reporting requirements, and closure requirements. Generally speaking, the DEM is the local agency designated to permit and inspect USTs and to implement applicable regulations. A closure plan for each UST to be removed must be prepared and submitted to the County prior to tank removal. Upon approval of the UST closure plan by the County, the Napa Fire Department would oversee UST removal and the subsequent collection of subsurface soil samples from beneath a removed UST.

## **WORKER SAFETY**

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the work place. The California Division of Occupational Safety and Health (Cal OSHA) and the federal Occupational Safety and Health Administration are the agencies responsible for ensuring worker safety in the workplace.

Cal OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices. At sites known to be contaminated, a Site Safety Plan must be prepared to protect workers. The Site Safety Plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

## **EMERGENCY RESPONSE**

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services (OES), which coordinates the responses of other agencies, including Cal EPA, CHP, the Department of Fish and Game, the RWQCB, and the local fire department. The City of Napa Fire Department provides first response capabilities, if needed, for hazardous materials emergencies within the city.

## **STRUCTURAL AND BUILDING COMPONENTS**

### ***Asbestos***

Similar to federal laws, state laws and regulations also pertain to building materials containing asbestos. Inhalation of airborne fibers is the primary mode of asbestos entry into the body, making friable (easily crumbled) materials the greatest health threat. These existing laws and regulations prohibit emissions of asbestos from asbestos-

related manufacturing, demolition, or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers; and require notice to federal and local governmental agencies prior to beginning renovation or demolition that could disturb asbestos.

### ***Polychlorinated Biphenyls (PCBs)***

PCBs are organic oils that were formerly placed in many types of electrical equipment, including transformers and capacitors, primarily as electrical insulators. Years after widespread and commonplace installation, it was discovered that exposure to PCBs may cause various health effects, and that PCBs are highly persistent in the environment.

In 1979, the U.S. EPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment. The use and management of PCBs in electrical equipment is regulated pursuant to the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq. (TSCA). Regulations generally require labeling and periodic inspection of certain types of PCB equipment and set forth detailed safeguards to be followed in disposal of such items.

### ***Lead and Lead-Based Paint***

Pursuant to California Code of Regulations, Title 22 Section 66261.24, waste soil containing lead is classified as hazardous if the lead exceeds a total concentration of 1,000 parts per million (ppm) and a soluble concentration of 5 ppm.

## **REFERENCES – HAZARDS AND HAZARDOUS MATERIALS**

Department of Toxic Substances Control (DTSC), *EnviroStor Database Results for Napa*, [http://www.envirostor.dtsc.ca.gov/public/map.asp?global\\_id=&x=-119.1357421875&y=37.82280243352756&zl=5&ms=640,480&mt=m&findaddress=True&city=NAPA&zip=&county=&federal\\_superfund=true&state\\_response=true&voluntary\\_cleanup=true&school\\_cleanup=true&corrective\\_action=true&permit\\_site=true&permit\\_and\\_ca\\_site=true](http://www.envirostor.dtsc.ca.gov/public/map.asp?global_id=&x=-119.1357421875&y=37.82280243352756&zl=5&ms=640,480&mt=m&findaddress=True&city=NAPA&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&corrective_action=true&permit_site=true&permit_and_ca_site=true), accessed March 30, 2009.

State Water Resources Control Board (SWRCB), *Geotracker Database for Napa*, <http://www.geotracker.swrcb.ca.gov/map/>, accessed March 30, 2009.

## 6. HYDROLOGY AND WATER QUALITY

This section describes the existing hydrologic resources and the state of water quality in and near the Specific Plan Area and the state and local regulations that would apply to implementing the Downtown Napa Specific Plan. In general, this section provides an assessment of regional and local hydrological resources and water quality that could have an effect on the Specific Plan. The Setting section describes existing conditions in terms of local topography, watersheds, surface water, groundwater, water quality, and flooding. The Regulatory Setting describes pertinent state and local laws related to hydrology and water quality considerations of the Specific Plan. The Impacts and Mitigation Measures section defines significance criteria used for the impact assessment and presents a discussion of potential project-related impacts.

### SETTING

#### *Climate*

The average annual temperature for the Napa Valley ranges from 59 to 62 degrees Fahrenheit. Several microclimates within the Valley vary the temperature substantially from the early morning to the evening and create variances at the same time of day between the northern and southern locations. Average precipitation for Napa Valley is approximately 25 inches per year (Western Regional Climate Center, 2009). The 100-year, 6-hour and 24-hour rainfall intensities are 2.5 -3.0 inches and 5.0 -6.0 inches, respectively (Western Regional Climate Center, 2009). For the 25-year return period, rainfall intensities are 2.0 -2.5 inches for the 6-hour duration, and 4.0-5.0 inches for the 24-hour duration. Summers are hot and dry, and winters are cool and moist. A large majority of the annual precipitation falls during the months of November through April.

#### *Napa River Watershed*

The Napa River watershed covers an approximately 426 square-mile-area surrounding the 55 mile-long Napa River. The watershed extends from Mount St. Helena in the north to San Pablo Bay in the south. The watershed is bordered on the west by the Mayacama Mountains and by a northwest-trending ridge on the east. The watershed includes undeveloped areas, such as forests in the hills, riparian vegetation near rivers and creeks, and grasslands in the valley. Much of the valley floor is developed including urban development in cities such as Calistoga, St. Helena, Rutherford, Oakville, Yountville, Napa, and American Canyon. Vineyards comprise a large majority of the approximately 37,000 acres of agricultural land in the valley. The eight major tributaries to Napa River include Sulfur Creek, Conn Creek, Rector Creek, Dry Creek, Milliken Creek, Nap and Redwood Creeks, and Carneros Creek.

#### *Surface Water*

##### *Napa River*

The Napa River is one of the largest rivers originating in the Central Coast Ranges. The last 17 miles of its reach, from Trancas Street in Napa to the San Pablo Bay, is influenced

by tides. During the summer months, the salinity in the Napa River at Trancas Street may be upwards of 10 percent, while during the winter, flows are solely freshwater. There are a total of 47 tributaries to the river with Sheehy Creek considered a minor tributary. The Napa River has repeatedly flooded developed areas in its floodplain over the years. Floods are created when large amounts of water coming down the river meet a high tide.

The Napa River is an impacted river due to urban and agricultural uses in its watershed, which includes the subwatersheds of its tributaries. The Napa County Resource Conservation District, with funding from private landowners, California Coastal Conservancy, RWQCB, Environmental Protection Agency, and CALFED, has initiated a monitoring program for the Napa River and its tributaries because of its impacted nature. The Resource Conservation District monitors the Napa River and its tributaries for the following parameters: nutrients, pH, salinity, sediment load, inorganic pollutants, organics pollutants, heavy metals, and pesticides. The RWQCB has also initiated county-level watershed management planning efforts for Napa County due to depressed oxygen levels, high coliform levels, and sedimentation due to erosion in segments of the Napa River (RWQCB, 2007a).

Agriculture, construction/land development, and urban runoff are considered sources of impairment of the water quality of the Napa River and its tributaries. Nutrient inputs are associated with agriculture practices in the watershed, while sediment additions are attributed to construction and land development. Urban runoff has been blamed for the increase in pathogens and coliform through inputs from storm drain systems. As a sponsor of the Resource Conservation District's monitoring and watershed work, the RWQCB has established beneficial uses for the Napa River (see the Regulatory Framework section below for a description of the role beneficial uses play in the regulation of water quality). The beneficial uses for the Napa River include agricultural supply, cold freshwater habitat, fish migration, municipal and domestic supply, navigation, rare and endangered species habitat, recreation, fish spawning, warm freshwater habitat, and wildlife habitat (RWQCB, 2007b).

Sedimentation is a substantial problem in the Napa River and its tributaries. Beneficial uses of the Napa River such as wildlife habitat and fish spawning are greatly affected by sedimentation. Historically, the Napa River once was a spawning stream for salmon and steelhead. Sediment can cover anadromous fish spawning gravel and pools, reduce habitat diversity by reducing the diversity of river depths, and adversely affect the food supply for fish. In addition, sediment particles can serve as a mechanism of transport of pollutants such as heavy metals, agricultural chemicals, or excess nutrients to the aquatic habitat. The overall reduction in flows in the river system due to supply withdrawals has diminished the natural "flushing" action, thereby keeping deposited sediment in the system. This in turn worsens the effects of increased sediment in the system.

Downstream from the City of Napa, the Napa River broadens to receive the meandering sloughs of the Napa Marsh Area. Existing and historical wetlands in the Area comprise approximately 27,700 acres of the lower Napa River Watershed. Fagan Slough is part of the Napa Marsh Area.

## **Water Quality**

### *Nonpoint Source Pollution*

During periods of wet weather, rain carries pollutants and sediments from all parts of a watershed into surface water bodies such as storm drains, streams, rivers, reservoirs, or marshes. In an urban setting, natural drainage patterns have been altered and stormwater runoffs, as well as non-storm discharges (irrigation water, accidental spills, washdown water, etc.), pick up sediments and contaminants from land surfaces, and transport these pollutants into surface and ground water. These diffuse sources of pollutants range from parking lots, bare earth at construction sites, agricultural sites and a host of many other sources. The total amount of pollutants entering aquatic systems from these diffuse, nonpoint sources is now generally considered to be greater than that from any other source, such as pipe discharges (point source).

Industrial and agricultural runoff can contribute substantial quantities of nonpoint source pollutants to the waters of Napa Valley. Pollutants of concern typically found in industrial and agricultural runoff include sediments, nutrients, pathogens, oxygen demanding substances (plant debris, animal wastes, etc.), petroleum hydrocarbons, heavy metals, toxic pollutants, floatables (litter, yard wastes, etc.), and synthetic organics (pesticides, herbicides, PCBs, etc.). Runoff can also include sediment and other pollutants discharging from construction sites due to improper erosion control measures. The Regional Water Quality Control Board (RWQCB) regulates nonpoint source pollution through the National Pollutant Discharge Elimination System (NPDES) program with the issuance of permits for municipal stormwater systems, industrial areas, and construction activities over one acre in size. Municipalities and districts that operate storm drain systems are required to develop comprehensive urban runoff control programs, while construction NPDES permits require the development of a Stormwater Pollution Prevention Plan (SWPPP) with the use of current stormwater best management practices.

The impacts of nonpoint source pollutants in urban runoff on aquatic systems are many and varied. Polluted runoff can result in significant adverse impacts to aquatic ecosystems, public use, human health including ground and surface water contamination, damage to and destruction of wildlife habitat, decline in fisheries, and loss of recreational opportunities. Small soil particles washed into streams can smother spawning grounds and marsh habitat. Suspended particulates can restrict light penetration into water and limit photosynthesis of aquatic biota. Nutrients of agricultural areas can induce accelerated algal growth that can reduce dissolved oxygen levels. Metals and petroleum hydrocarbons washed off from roadways and parking lots may cause toxic responses in aquatic life or contaminate possible water supply sources such as aquifers.

The USEPA approved the 2006 California 303 (d) List and Total Maximum Daily Load (TMDL) Priority Schedule in 2007. This list included the Napa River as a high priority for restoration and protection because of high levels of agriculture nutrients, pathogens, and sedimentation/siltation. TMDL is a national program mandated by the Clean Water Act to identify pollution problems, determine pollution sources, and develop plans to restore the health of polluted bodies of water. The TMDL for Napa River pathogens was

adopted in June of 2006, however the TMDLs for sediments and nutrients are in progress and have not been finalized (RWQCB, 2007b).

### ***Groundwater***

Groundwater is defined as subsurface water that occurs beneath the water table in soils and geologic formations that are fully saturated. Where groundwater occurs in a saturated geologic unit that contains sufficient permeable thickness to yield substantial quantities of water to wells and springs, it can be defined as an aquifer. The plan area is located within the Napa Valley Groundwater Basin as identified by the Department of Water Resources (DWR, 2003). Salinity increases with depth and some past incidents of overpumping in the region have caused inflows of brackish water.

The principal water-yielding materials in the Napa Valley lowlands are unconsolidated alluvial deposits (gravels, sands, silts, and clays) and the Huichica Formation (silts, gravels and boulders with reworked volcanic materials at depth). Alluvial-fan deposits and stream-valley alluvium compose the major part of the aquifer as the Huichica Formation has very low permeability and low water yields. Recharge to the groundwater flow system enters permeable sediments at the valley margins, primarily as runoff from precipitation in the mountains and hills that surround the valley. Other sources of recharge are precipitation that falls directly on permeable deposits in low-lying areas of the valley and seepage through streambeds in areas where the water table is lower than the stream level and the streambed sediments are sufficiently permeable to permit infiltration into the aquifers.

All the watersheds in the Napa Valley are drained by streams that are perennial only in their upper reaches except for the Napa River. The lower reaches become dry in summer because of infiltration where they are underlain by permeable deposits. The groundwater flow system in most basins is essentially self-contained, and interbasin transfer of water is minor. Groundwater recharge and discharge are approximately in balance on an average annual basis in most areas, and withdrawals in excess of recharge are not common. However, seawater intrusion caused by excessive groundwater withdrawal has been a problem in the lower parts of the Napa Valley near San Pablo Bay (USGS, 1998). Sources of chloride in the north San Francisco Bay Area aquifers include seawater intrusion, thermal water, and dissolved minerals from marine and volcanic rocks. The valleys most affected by large chloride concentrations are the Petaluma, Sonoma, and Napa Valleys, in which seawater intrusion caused by groundwater withdrawals has been the primary source of chlorides.

### ***Flooding***

Napa County has seen severe flooding historically due to development along the banks of the Napa River and within the floodplain. During the past 36 years of flooding, Napa County residents have suffered devastating loss of lives and livelihoods. Since 1862, more than 27 major floods have plagued the Napa Valley, resulting in a substantial loss of life and damage to property. Among the most damaging was the flood of 1986 which caused more than \$140 million in damage and led to the evacuation of 7,000 residents. The 1995 flood damaged an estimated 227 businesses and residences at a cost of over \$100 million.

The Napa River has experienced serious flood events 21 times since 1862. In response to the damage from the flood in 1986, the Napa County Flood Control and Water Conservation District (FCWCD) and the U.S. Army Corps of Engineers developed the Napa River Flood Protection Project. The purpose of the project is to create a “Living River” by incorporating multiple goals that include reducing flood damage, restoring wetlands and reconnecting the river to the floodplain, providing river-related economic development opportunities, and expanding recreational opportunities. Multiple elements are complete, with remaining elements scheduled for completion in 2011 (pending federal funding availability) (Napa County FCWCD, 2009).

## REFERENCES – HYDROLOGY AND WATER QUALITY

Department of Water Resources (DWR), *California’s Groundwater: Bulletin 118*, update 2003.

Napa County Flood Control and Water Conservation District, *Frequently Asked Questions*, <http://www.co.napa.ca.us/GOV/Departments/DeptFAQ.asp?DID=6>, accessed March 30, 2009.

Regional Water Quality Control Board (RWQCB), Final 2006 CWA Section 303(d) List of Water Quality Limited Segments, USEPA Approved 2007a.

Regional Water Quality Control Board (RWQCB), *San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan), Beneficial Uses*, [http://www.swrcb.ca.gov/sanfranciscobay/water\\_issues/programs/basin\\_plan/docs/bp\\_ch2+tables.pdf](http://www.swrcb.ca.gov/sanfranciscobay/water_issues/programs/basin_plan/docs/bp_ch2+tables.pdf), January 18, 2007b.

Western Regional Climate Center, *NOAA Atlas 2* (published in 1973) webpage within the Western Regional Climate Center website, <http://www.wrcc.dri.edu/pcpnfreq.html>, accessed March 30, 2009.

## 7. NOISE AND ACOUSTICS

This section provides an overview of the existing noise environment at the Downtown Napa Specific Plan (the project) site and surrounding area, the regulatory framework, an analysis of potential noise impacts that would result from implementation of the project, and mitigation measures where appropriate.

### NOISE SETTING

#### *Noise Principles and Descriptors*

##### *Introduction*

Noise is defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

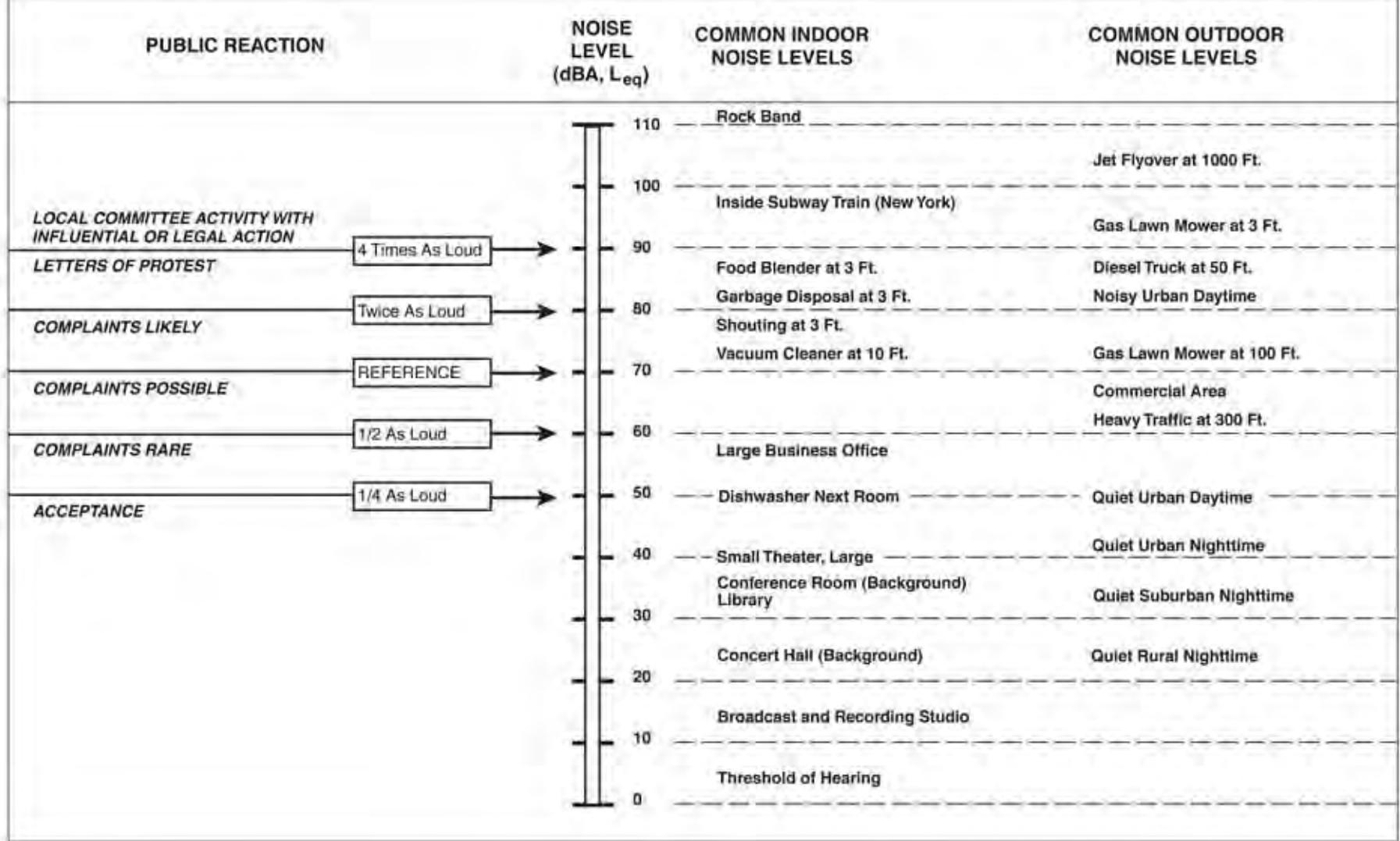
The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements. Some representative noise sources and their corresponding A-weighted noise levels are shown in **Figure 4**.

##### *Noise Exposure and Community Noise*

An individual's noise exposure is a measure of noise over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented in Figure 3 are representative of measured noise at a given instant in time, however, they rarely persist consistently over a long period of time. Rather, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment.

Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does

so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.



SOURCE: ESA, 2007

**Figure 4**  
Effect of Noise on People

These successive additions of sound to the community noise environment varies the community noise level from instant to instant requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

$L_{eq}$ : the equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The  $L_{eq}$  is the constant sound level which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

$L_{max}$ : the instantaneous maximum noise level for a specified period of time.

$L_{50}$ : the noise level that is equaled or exceeded 50 percent of the specified time period.  
The  $L_{50}$  represents the median sound level.

$L_{90}$ : the noise level that is equaled or exceeded 90 percent of the specified time period.  
The  $L_{90}$  is sometimes used to represent the background sound level.

DNL: 24-hour day and night A-weighted noise exposure level which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.

Ldn: See DNL, the Ldn is the same as the DNL.

CNEL: similar to the DNL the Community Noise Equivalent Level (CNEL) adds a 5-dBA "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m. in addition to a 10-dBA penalty between the hours of 10:00 p.m. and 7:00 a.m.

As a general rule, in areas where the noise environment is dominated by traffic, the  $L_{eq}$  during the peak-hour is generally equivalent to the DNL at that location (Caltrans, 1998).

### *Effects of Noise on People*

The effects of noise on people can be placed into three categories:

- Interference with activities such as speech, sleep, and learning – The thresholds for speech interference indoors are about 45 dBA if the noise is steady, and above 55 dBA if the noise is fluctuating. Outdoors, the thresholds are about 15 dBA higher. Interior residential standards for multi-family dwellings are set by the State of California at 45 DNL. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses.

- Subjective effects of annoyance, nuisance, and dissatisfaction – Based on attitude surveys used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas, the main causes for annoyance are interference with speech, radio and television, house vibrations, and interference with sleep and rest. The DNL as a measure has been found to provide a valid correlation of noise level and the percentage of people annoyed. Three aspects of community noise are most important in determining subjective response – the level of sound, the frequency composition or spectrum of the sound, and the variation of sound level with time.
- Physiological effects such as hearing loss or sudden startling – While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants generally experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so called "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard approximately as a doubling in loudness, and can cause adverse response

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence, the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

#### *Noise Attenuation*

For any given noise source, the noise level naturally decreases as one moves further away from the source. This basic attenuation rate is referred to as the geometric

spreading loss, and varies whether a given noise source can be characterized as a point or line source. For a point source, such as an idling truck or a piece of construction equipment, the noise level decreases by about 6.0 dB for each doubling of distance. In many cases, point source noise attenuation can increase by 1.5 dB (from 6.0 dB to 7.5 dB) for each doubling of distance due to ground absorption and reflective wave canceling. These factors are collectively referred to as excess ground attenuation. The lower excess ground attenuation rate (6.0 dB per doubling of distance) is used where the intervening ground between source and receiver is reflective, such as parking lots or smooth bodies of water. The higher excess ground attenuation rate (7.5 dB per doubling of distance) is used where the intervening ground is absorptive, such as soft dirt, grass, or scattered bushes and trees. For a linear noise source, such as a heavily traveled roadway, the sound level decreases by a nominal value of 3.0 dB for each doubling of distance between noise source and receiver. As with point sources, if the intervening ground between source and receiver is absorptive rather than reflective, the nominal rate changes by 1.5 dB for each doubling of distance to 4.5 dB (Caltrans, 1998). Shielding effects from trees and vegetation, buildings, and barriers reduce the noise level that would otherwise occur at receiver locations due to geometric spreading loss and excess ground attenuation alone. However, for a vegetative strip to have a noticeable effect on noise levels, it must be dense and wide. For example, to attenuate traffic noise by 5 dB, a stand of trees must be at least 100 feet wide and dense enough to completely obstruct a visual path to the roadway. A row of structures can shield more distant receivers depending upon the size and spacing of the intervening structures and site geometry. Generally, for an at-grade highway in an average residential area where the first row of houses cover at least 40 percent of the total area, the reduction provided by the first row of houses is approximately 3 dB, with 1.5 dB for each additional row. Similar to vegetative strips discussed above, noise barriers, which include natural topography and soundwalls, reduce noise by interrupting the direct noise path along the line of sight between the source and receiver. Generally, a noise barrier that breaks the line of sight between source and receiver will provide at least a 5 dB reduction in noise.

### *Vibration*

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. As described in the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment* (FTA, 2006), ground-borne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile driving and operating heavy earth-moving equipment.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the affect of vibration on the human body. The RMS amplitude is defined as the average of the

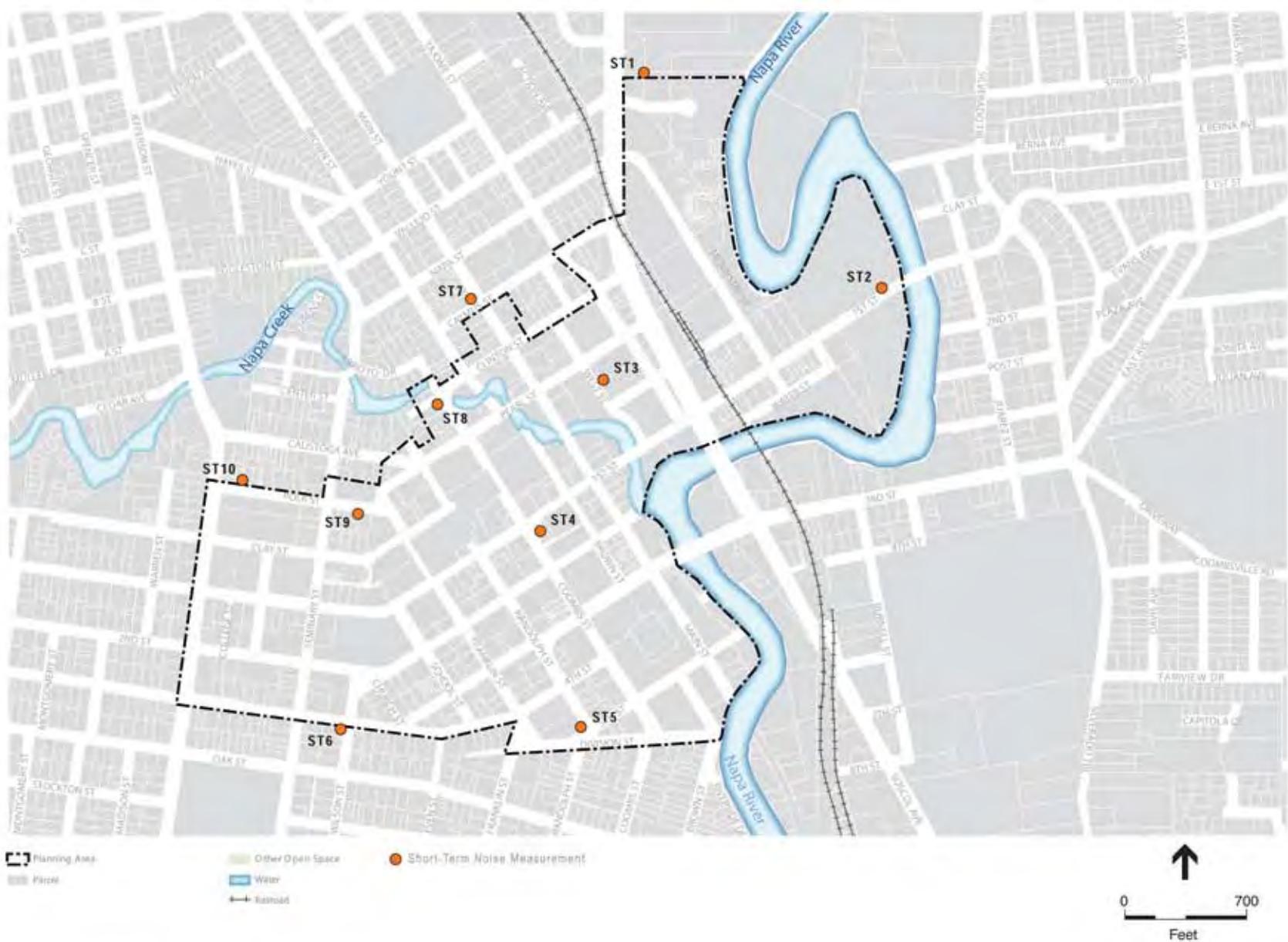
squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration sensitive equipment.

### ***Existing Noise Environment and Sensitive Receptors***

ESA used Metrosonics Model db3080 sound level meters for the short-term noise measurements. The meters were calibrated to ensure the accuracy of the measurements. Ten short-term (ST) noise level measurements were taken in the vicinity of the project to determine the existing noise level in the area. This noise survey was conducted since the significance of project-related noise impacts can be determined by comparing estimated project-related noise levels to existing noise levels. The data gathered from the meters includes all noise (background and intermittent noises) at the microphone and does not separate different audible sources. The noise measurement locations are shown on **Figure 5** and the results are presented below in **Table 7**.

#### *Sensitive Receptors*

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial (other than lodging facilities) and industrial land uses.



SOURCE: MIG, 2009; and ESA, 2009

Napa Downtown Specific Plan  
**Figure 5**  
 Noise Measurement Locations

**TABLE 7  
EXISTING NOISE ENVIRONMENT IN THE PROJECT VICINITY**

Location	Time Period	Leq (dB)	Noise Sources
ST-1: Approximately 150 feet from Soscol Ave centerline, on River Terrace Drive	5 Minutes (Tuesday, March 24, 2009 at 3:52pm)	61	* Traffic on Soscol Ave. and River Terrace Dr. * Birds chirping * People talking quietly in nearby parking lot * Car over sewer grate (~72 dBA) * Trolley on River Terrace Dr (~74 dBA)
ST-2: Approximately 50 feet from 1 <sup>st</sup> Street centerline, in Copia parking lot. Note: construction blocked 1 <sup>st</sup> St., but no activity during measurement	5 Minutes (Tuesday, March 24, 2009 at 4:09pm)	49	* People talking in lot * Traffic in distance * Birds chirping * Wind through bushes * Airplane in distance
ST-3: Approximately 25 feet from West Street centerline, in front of Community Resources Bldg (1100 West St)	5 Minutes (Tuesday, March 24, 2009 at 4:23pm)	59	* Traffic in distance * Several pedestrians walking along West St. * Cars exiting Cinedome lot * Several pedestrians crossing West St. and talking loudly * Birds chirping
ST-4: Approximately 25 feet from Coombs St. centerline and 40 feet from 1 <sup>st</sup> St. centerline	5 Minutes (Tuesday, March 24, 2009 at 4:39pm)	67	* Sirens in distance (~72 dBA) * Bicyclist pass-by * Traffic on 1st and Coombs * Squeaking brakes when cars stop at light * Music from passing cars * Talking pedestrians * Birds chirping
ST-5: Corner of 5 <sup>th</sup> and Randolph, about 25 feet from each centerline, in front of the United Methodist Church (625 Randolph)	5 Minutes (Tuesday, March 24, 2009 at 4:55pm)	60	* Traffic on 5th, Randolph, and in distance * Car starting * Birds chirping * Wind through trees * Several pedestrians talking loudly as they walk by
ST-6: Corner of 3 <sup>rd</sup> and Wilson, about 25 feet from each centerline, in front of 743 Wilson	5 Minutes (Tuesday, March 24, 2009 at 5:10pm)	63	* Traffic on 3rd St. * Several cars on Wilson * Music in passing cars
ST-7: Corner of Main St and Caymus, about 25 feet from each centerline, across street from St. John the Baptist School	5 Minutes (Tuesday, March 24, 2009 at 5:28pm)	72	* Traffic on Main and Caymus * A few kids in playground bouncing a ball * Several pedestrians walking by * Birds chirping * Motorcycle (~90 dBA)
ST-8: Corner of Coombs and Grigsby Ct, about 25 feet from each centerline, in front of Napa Center for Spiritual Living	5 Minutes (Tuesday, March 24, 2009 at 5:37pm)	58	* Traffic on Clinton to Coombs * Idling light-duty truck, ~100 feet away * Bus pass-by (~74 dBA) * Birds chirping * Traffic in distance
ST-9: Approximately 65 feet from Polk St. centerline, across from the Blue Oak School	5 Minutes (Tuesday, March 24, 2009 at 5:46pm)	62	* Traffic on Polk * Music in some passing vehicles * Birds chirping * Truck entered/exited parking lot * Airplane in distance
ST-10: Approximately 100 feet from Jefferson St. centerline and 25 feet from Polk St. centerline	5 Minutes (Tuesday, March 24, 2009 at 6:05pm)	61	* Traffic on Jefferson St. * Traffic on Polk St. * Birds chirping

To protect various human activities and sensitive land uses, lower noise levels than those for typical residential areas are needed. A noise level of DNL 55 to 60 dB outdoors is necessary for intelligible speech communication inside a typical home. In addition, social surveys and case studies have shown that complaints and community annoyance in residential areas begin to occur at about DNL 55 dB. Sporadic complaints may come if ambient noise increases to the DNL 55 to 60 dB range. If noise levels increase to the DNL 60 to 70 dB range, widespread complaints often result. At DNL 70 dB and above, residential community reaction typically involves threats of legal action and strong appeals to local officials to stop the noise.

### ***Regulatory Setting***

Detailed below is a discussion of the relevant regulatory setting and noise regulations, plans, and policies.

#### *Federal Regulations*

Federal regulations establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 inches per second PPV and human annoyance response ground-borne vibration threshold level of 80 RMS (FTA, 2006).

#### *State Regulations*

The State has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as shown in **Figure 6**. The State of California also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State pass-by standard is consistent with the federal limit of 80 dB. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise

Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dBA. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

*Local*

In California, local regulation of noise involves implementation of General Plan policies and Noise Ordinance standards. Local General Plans identify general principles intended to guide and influence development plans, and Noise Ordinances set forth the specific standards and procedures for addressing particular noise sources and activities.

**FIGURE 6  
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT**

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE - Ldn or CNEL (dBA)							
	50	55	60	65	70	75	80	
Residential – Low Density Single Family, Duplex, Mobile Home	█	█	█	█	█	█	█	
Residential – Multi-Family	█	█	█	█	█	█	█	
Transient Lodging – Motel/Hotel	█	█	█	█	█	█	█	
Schools, Libraries, Churches, Hospitals, Nursing Homes	█	█	█	█	█	█	█	
Auditorium, Concert Hall, Amphitheaters	█	█	█	█	█	█	█	
Sports Arena, Outdoor Spectator Sports	█	█	█	█	█	█	█	
Playgrounds, Neighborhood Parks	█	█	█	█	█	█	█	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	█	█	█	█	█	█	█	
Office Buildings, Business, Commercial and Professional	█	█	█	█	█	█	█	
Industrial, Manufacturing, Utilities, Agriculture	█	█	█	█	█	█	█	
<b>Normally Acceptable</b>	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.							

	<p><b>Conditionally Acceptable</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p>
	<p><b>Normally Unacceptable</b> New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.</p>
	<p><b>Clearly Unacceptable</b> New construction or development generally should not be undertaken.</p>

SOURCE: State of California, Governor's Office of Planning and Research, 2003. *General Plan Guidelines*. October 2003.

General Plans recognize that different types of land uses have different sensitivities toward their noise environment; residential areas are considered to be the most sensitive type of land use to noise and industrial/commercial areas are considered to be the least sensitive.

**City of Napa General Plan.** The City's General Plan recognizes noise pollution as a significant source of environmental degradation. The *Envision Napa 2020, Health and Safety Element* (City of Napa, 1998) identifies community noise goals and establishes policies to reduce noise pollution. The General Plan goals and policies applicable to the project include:

*Goal HS-9:* To protect Napa's residents, workers and visitors from the deleterious effects of noise.

Policy HS-9.1. The City shall require new development to meet the exterior noise level standards set out in **Figure 6**. For residential areas, these exterior noise guidelines apply to backyards; exceptions may be allowed for front yards where overriding design concerns are identified.

Policy HS-9.2. The City shall use CEQA and the development review processes to ensure that new development does not exceed City standards.

Policy HS-9.3. The City shall use traffic management techniques to reduce the level of noise in residential neighborhoods to "normally acceptable," as shown in Figure 5.

Policy HS-9.4. The City shall support state and federal legislation regulating noise produced by motor vehicles.

Policy HS-9.5. The City shall continue to enforce state muffler and exhaust laws.

Policy HS-9.6. The City shall use the development and building permit review processes to site new construction in ways that reduce noise levels.

Policy HS-9.7. The City shall encourage the clustering, where appropriate, of residential development in order to provide open space that can be used to distance residences from noise sources.

Policy HS-9.8. The City shall respond to noise complaints by suggesting noise mitigation measures, and using code enforcement procedures when necessary.

Policy HS-9.9. When feasible and appropriate, the City shall limit construction activities to that portion of the day when the number of persons occupying a potential noise impact area is lowest.

Policy HS-9.10. The City shall encourage new development to maintain the ambient sound environment as much as possible. The City shall require new transportation-related noise sources that cause the ambient sound levels to exceed the compatibility standards in Figure 5 to incorporate conditions or design modifications to reduce the potential increase in the noise environment.

Policy HS-9.11. The City shall regulate construction in a manner that allows for efficient construction mobilization and activities, while also protecting noise sensitive land uses.

Policy HS-9.12. The City shall evaluate and modify as necessary the City's designated truck routes to minimize noise impacts for sensitive land uses.

Policy HS-9.13. The City shall require new residential projects to provide for an interior CNEL of 45 db or less due to exterior noise sources.

Policy HS-9.14. The City shall encourage new development to identify alternatives to the use of sound walls to attenuate noise impacts. Appropriate techniques include site planning such as incorporating setbacks, revisions to the architectural layout such as changing building orientation to provide noise attenuation for portions of outdoor yards, and construction modifications. In the event that sound walls are the only practicable alternative, such walls should be designed to be as visually pleasing as possible, incorporating landscaping, variations in color and patterns, and/or changes in texture or building materials.

**City of Napa Noise Ordinance.** The City of Napa noise ordinance is codified in Title 8, Chapter 8, Section 8.08 of the City's Municipal Code. The following sections present noise standards that may be applicable to the project.

*8.08.010 Outdoor Sound Systems – Permit Required.* It shall be unlawful for any person to operate a loudspeaker, public address system or sound amplification system if such loudspeaker, public address system or sound amplification system can be heard outside any building, save and except as follows:

- A. If said loudspeaker, public address system or sound amplification system is to be operated from an automobile between the hours of nine a.m. and nine p.m., a permit to so operate or play the same must first be obtained from the city manager as hereinafter stated;
- B. If said loudspeaker, public address system or sound amplification system is to be operated other than from an automobile at any time of the day or night, such operation must first be approved by the city manager;
- C. If said loudspeaker, public address system or sound amplification system is to be operated in connection with the playing of a musical instrument for fewer than three days in a one year period, such operation must first be approved by the city manager;
- D. If said loudspeaker, public address system or sound amplification system is to be used in connection with a parade or filming operation for which a permit has been obtained, this section shall not be applicable;

- E. If said loudspeaker, public address system or sound amplification system is used in connection with a use for which a permit has been obtained pursuant to Title 17 of this code, this section shall not be applicable.

*8.08.020 Noise – Commercial Activity*

- A. Between the hours of 9:00 p.m. and 7:00 a.m., no commercial activity shall be conducted upon any privately owned real property within the city, which activity creates noise which can be heard at the property line of any parcel of real property within the city which bears an RP, residential/professional office district, or more restrictive zoning designation, as provided in Title 17 of this code unless a permit shall first have been secured from the city manager pursuant to Section 2.08.050 of this code. The city manager shall grant such permit if it reasonably appears that (1) the activity is otherwise permitted under this code and (2) the benefit to be derived by the applicant from conducting such activity at the time and place specified in the application outweighs the detriment to be suffered by the neighborhood, by neighboring residents, and by the city generally. The collection of garbage and trash pursuant to Chapter 5.60 of this code is expressly exempt from the provisions of this section.
- C. This section shall not apply to any commercial activity subject to the provisions of Section 8.08.010.

*8.08.025 Noise – Construction Activity.* Any person engaged in construction activity, other than construction activity on an existing residential unit which such person owns or rents, pursuant to any provision of this code, shall limit said construction activity as follows:

- A. Construction activities throughout the entire duration of the project shall be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. There will be no start up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; no servicing of equipment past 6:45 p.m., Monday through Friday; and construction on weekends or legal holidays shall be limited to the hours of 8:00 a.m. to 4:00 p.m., unless a permit shall first have been secured from the city manager, or his/her designee, pursuant to section 8.08.050 of this code. The city manager, or his/her designee, shall grant such permit:
  - 1. For emergency work;
  - 2. Other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance; or
  - 3. If necessary to protect the public health, safety, and welfare.
- B. All muffler systems on construction equipment shall be properly maintained.

- C. All construction equipment shall not be placed adjacent to developed areas unless said equipment is provided with acoustical shielding.
- D. All construction and grading equipment shall be shut down when not actively in use.
- E. Construction activity by or on behalf of a public agency, which is necessary to avoid a disruption of a public project or to protect the public health, safety, and welfare, shall be exempt from the time limitations of this section. F. As a separate, distinct, and cumulative remedy established for a violation of section 8.08.025, the police and/or the code enforcement officer may issue a stop work order for violation of section 8.08.025. Such order shall become effective immediately upon posting of the notice. After service of the stop work order, no person shall perform any act with respect to the subject property in violation of any of the terms of the stop work order, except such actions the City determines are reasonably necessary to render the subject property safe and/or secure until the violation has been corrected.

## REFERENCES – NOISE AND ACOUSTICS

Caltrans, 1998. *Technical Noise Supplement*. October 1998.

City of Napa, 1998. *Envision Napa 2020, City of Napa General Plan Health and Safety Element*. Adopted December 1, 1998.

Federal Transit Administration (FTA). 2006. *Transit Noise and Vibration Impact Assessment*, May 2006.

State of California Governor's Office of Planning and Research. 2003. *General Plan Guidelines*. October 2003.

## 8. CULTURAL RESOURCES

This section presents a summary of the prehistory and history of the Downtown Napa Specific Planning Area and an overview of known cultural resources. Cultural resources include historic-era architectural and structural resources, archaeological resources, paleontological resources, and human remains.

In order to identify the types and quantity of cultural resources within the Planning Area, a records search was conducted at the Northwest Information Center of the California Historical Resources Information System (NWIC) at Sonoma State University on April 23, 2009 (File No. 08-1300). The records were accessed by utilizing the Napa, California, U.S. Geological Survey 7.5-minute quadrangle base map. Also reviewed were the California Inventory of Historical Resources (DPR, 1976), California Historical Landmarks (OHP, 1990), California Points of Historical Interest (OHP, 1992), and Historic Properties Directory Listing (OHP, 2008). The Historic Properties Directory includes listings of the National Register of Historic Places and the California Register of Historical Resources, and the most recent listings of California Historical Landmarks and California Points of Historical Interest. Much of the historical information provided in the Historic Overview subsection of this report originated from the City-Wide Context Statement, Heritage Napa (Page & Turnbull, 2009).

### SETTING

#### *Prehistoric Overview*

Categorizing prehistoric times into broad cultural stages allows researchers to describe a wide number of archaeological sites with similar cultural patterns and components during a given period of time, thereby creating a regional chronology. This section provides a brief discussion of the chronology for the Planning Area.

A framework for the interpretation of the San Francisco Bay Area, including Napa County, is provided by Milliken et al. (2007), who have divided human history in California into three broad periods: the Early Period, the Middle Period, and the Late Period. Economic patterns, stylistic aspects, and regional phases further subdivide cultural patterns into shorter phases. This scheme uses economic and technological types, socio-politics, trade networks, population density, and variations of artifact types to differentiate between cultural periods.

The Paleoindian Period (11,500 to 8000 B.C.) was characterized by big-game hunters occupying broad geographic areas – evidence for this period has not yet been discovered in the San Francisco Bay or Sonoma County vicinity. During the Early period, consisting of the Early Holocene (8000 to 3500 B.C.) and Early Period (3500 B.C. to 500 B.C.), geographic mobility continued and is characterized by the millingslab and handstone as well as large wide-stemmed and leaf-shaped projectile points. The first cut shell beads and the mortar and pestle are first documented in burials during this period, indicating the beginning of a shift to sedentism. During the Middle period, which includes the Lower Middle Period (500 B.C. to A.D. 430), and Upper Middle Period (A.D. 430 to 1050), geographic mobility may have continued, although groups began to establish longer-term base camps in localities from which a more diverse range of resources could be exploited. The first rich black middens are recorded from this period.

The addition of milling tools, obsidian and chert concave-base points, and the occurrence of sites in a wider range of environments suggest that the economic base was more diverse. By the Upper Middle Period, mobility was being replaced by the development of numerous small villages. Around A.D. 430 a “dramatic cultural disruption” occurred evidenced by the sudden collapse of the *Olivella* saucer bead trade network. During the Initial Late period (A.D. 1050 to 1550), social complexity developed toward lifeways of large, central villages with resident political leaders and specialized activity sites. Artifacts associated with the period include the bow and arrow, small corner-notched points, and a diversity of beads and ornaments.

### *Wappo*

The Planning Area is situated within the ethnographic territory of the Wappo, a population of Yukian speaking, hunter-gatherer people with their own unique dialect and language. The Wappo occupied the northern Napa Valley and portions of the north and eastern Russian River Valley, within the Santa Rosa Plain. Geographically, the territorial area occupied by the Wappo stretched in a northwesterly direction from just north of the present-day cities of Napa and Sonoma to include the cities of Geysers, Cloverdale and Middletown at its northern extent (Kroeber, 1925:218–219, Plate 27; Barrett, 1908:264). This territory included the broad northwest-southeast trending river valleys and associated tributaries, as well as the flanking mountains of the Coastal Range and a small enclave along the southern shore of Clear Lake called Lile’ek by the Pomo, their neighbors to the west (Kroeber, 1925:219). Isolated from other Yukian-speaking peoples this group was bound on all sides by other native groups, the Lake Miwok to the north, the Patwin (Wintun) to the south and east, the Pomo to the north and west, and the Coast Miwok to the southwest (Heizer and Whipple, 1971:Map 1).

The name *Wappo* is a version of the Spanish term “guapo” which means handsome or brave, a title given to this group during the time of the Missions as a result of their “stubborn resistance to the military adjuncts of the Franciscan establishments” (Kroeber, 1925:217). Stephen Powers recognized the original name for these peoples as Ashochimi, and noted that the use of the term “Wappo – The Unconquerable” by this population, in reference to itself, was common practice.

The settlement pattern for the Wappo included permanent villages in valleys, along rivers or other waterways, organized as districts of smaller settlements or ‘tribelets’ around “one larger and continuously inhabited town, the center of a community with some sense of political unity” (Kroeber, 1925:218). Tribelet chiefs were elected or appointed and resided at these major villages, and were responsible for maintaining relationships with other tribelets, as well as neighboring native tribes such as the Patwin, Pomo, and Miwok (Jones and Stokes, 2005:14–10). The Wappo tribelet chief was also responsible for the management of his or her village, performing functions of ceremonial moderator, and the primary source for dispute resolution (Sawyer, 1978:256–263). The subsistence strategy for the Wappo was that of the hunter-gatherer, including a heavy dependence upon the acorn and other natively procured plants and the hunting of big and small game, which included bear, deer, elk, rabbits, and birds, among others.

Material culture traits for the Wappo are shared with their neighboring cultural groups, predominantly those of the Pomo. A wide variety of stone tools manufactured from locally accessible raw material sources were an important part of the Wappo

assemblage. Common tool types are projectile points, drills, knives, and scrapers of chert, basalt, or preferably, obsidian. Napa Glass Mountain, “a regionally important obsidian site and quarry, and other local obsidian sources are situated within Wappo territory, a resource which greatly enhanced the trading power of this group (Jones and Stokes, 2005:14-10, 14-11). The basketry of the Wappo was of noted quality, made from a unique weaving technique utilizing a variety of locally accessible plant materials; this technique is believed to have originated with the Pomo, the western neighboring group of the Wappo. Houses of the Wappo were constructed of a domed framework of branches that were tied together, covered with leaves and smaller branches in the summer, and branches with mud in the winter. Animal bones as well as marine shells from coastal locations were used as a form of currency, to fashion jewelry, beads, awls, and other functional tools (Sawyer, 1978:261–262).

It is surmised that the population of the Wappo prior to European contact may have exceeded 1,000 persons before falling drastically to 40 persons in 1908. During Spanish occupation, the Wappo were notably resistant to all attempts of subjugation, from which they obtained their title. Despite this resistance, this native population was eventually brought under the control of the Mission at Sonoma, between 1823 and 1834. The remaining population was eventually moved to a reservation in Mendocino, where the majority perished, eventually leading to the closure of the reservation in 1867 (Kroeber, 1925:221; Sawyer, 1978:258–259).

### ***Prehistoric Archaeological Resources***

The confluence of Napa River and Napa Creek is located within the Planning Area. Native American use and occupation sites tend to be located near waterways, as well as along ridgetops, midslope terraces, alluvial flats, the base of hills, and near vegetation ecotones. Therefore, areas near these natural features are most likely to contain recorded or still undiscovered prehistoric resources. In addition, the Napa Valley contained an important obsidian source for Native American tool manufacture.

The 2009 review of the records and literature on file at the NWIC indicates that no prehistoric archaeological resources have been recorded within the Napa Planning Area. However, remnants of Native American civilization have been discovered all along Napa Creek and its tributaries outside of the Planning Area. Historic-period development within the Planning Area may have covered and/or disturbed prehistoric archaeological materials. Therefore, there is the potential for finding Native American sites in the Planning Area. Types of prehistoric materials that would indicate Native American use and occupation in the Napa Planning Area might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally-darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; stone milling equipment (mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones.

### ***Historic Overview***

With Alta California’s independence from Spain and the beginning of Mexican control, Napa County was subdivided into twelve ranchos: Humana Carne, Catacula, Caymus, Chimiles, Entre-Napa, Le Jota, Locoallomi, Napa, Tulucay, Yajome, Huichia, and Mallacomeato (Anonymous, 1891). The first non-Spanish American settler to the Napa Valley area was George C. Yount in 1831. Originally intending to travel to the Pacific

Ocean to trap otter, Yount instead stopped early and worked as a carpenter for General Mariano Vallejo. In 1836, Yount received the 12,000-acre Rancho Caymus land grant, and in 1842 applied for and received the Rancho La Jota land grant on Howell Mountain.

### *Founding of Napa City*

Between 1840 and 1845 many emigrant American families settled in the Napa Valley area. In 1847 Napa City was laid out by early settlers John Grigsby and Nathan Coombs on property they acquired from Nicholas Higuera's Rancho Entre-Napa. The original town limits only included land between Brown Street and the Napa River, extending 600 yards from Napa Creek to the steamboat landing at Third Street. Eventually several rancho land grants were combined to form the present-day town of Napa.

By December 1847, the first lots in the town had been purchased and the town's first commercial building, the "Empire Saloon" at Main and Third streets, was erected in May of the following year. The new town was called "Nappa City," although the second "p" was later dropped. Sources differ on the origin of the name, but it is believed to have derived from a Wappo word meaning "fish;" the Pomo word "Nappo," meaning "village;" In 1850, Napa County was established as one of California's original twenty seven counties, with Napa City as the county seat.

### *Gold Rush Era (1849 – 1860)*

The discovery of gold in the foothills of the Sierra Nevada in 1848 brought miners and entrepreneurs to California from all over the world, and Napa Valley prospered as a result. Immediately after the discovery, the majority of Napa's residents left for the gold fields, leaving the new townsite deserted. However, the town's population soon returned, as merchants moved to Napa to establish businesses, and the region's mild climate attracted miners to Napa for the winter. Early Napa City residents were typically working-class men, as evidenced by the abundance of saloons, boarding houses, gambling houses, and general stores and by the distinct lack of schools, churches, and other family-oriented services.

By 1854, the city had between 300 and 400 permanent residents and nearly 40 wood-frame buildings, and it continued to grow steadily in both business and population. Early businesses in Napa City included the first general store, opened by J.P. Thompson at the foot of Main Street in 1848; Nathan Coombs' American Hotel at Main and Third streets in 1850; the Napa Hotel, founded by James Harbin in 1851; a blacksmith shop near the corner of First and Main in 1854; a bank established by J.H. Goodman & Co. in 1858; and a few additional saloons, restaurants, lodging houses, and stores. The first brick building, a small residence on the west side of town, was constructed in spring 1855 by John S. Robinson, and the first brick commercial building was erected at the southwest corner of Main and First streets by Thomas Earl. Napa's first courthouse was constructed in 1851 at the northwest corner of Coombs and Second streets. Other services were established as the town gained status; the first local newspaper, the Napa County Reporter, was published by Alexander J. Cox on July 4, 1856, and the first telegraph line was constructed between Vallejo and Napa in 1858.

Wealthy San Franciscans also sought out Napa as a place to establish summer resorts and country estates because of the valley's climate and geography, and by the late 1850s, Napa was a fashionable place to have a second address. White Sulphur Springs, founded in 1855 just outside St. Helena, was the first major resort to cater to this group.

Guests from San Francisco came by way of the little steamer “Guadalupe” as far as Napa City, and from there by stagecoach to the resort. Calistoga Hot Springs was established in 1862, and numerous hotels were constructed in Napa City to serve travelers and tourists from around the Bay Area.

As Napa City grew in the wake of the Gold Rush, the Napa River continued to be the focal point of the town. The river undoubtedly played a role in Nathan Coombs’ selection of the town site, as it connected the town to the greater Bay Area. Napa City’s location at the head of the navigable section and at the ford just above it was also crucial. The first ferry service was established in 1848 by William Russell, and crossed the Napa River at Third Street. In 1850, *The Dolphin*, was the first passenger steamer to arrive in Napa from San Francisco. Steamships soon became common in Napa. Shipping passengers and goods to Napa became an important business for local merchants, and spurred commercial and residential development throughout the county.

In Napa City, businesses, factories, and warehouses clustered on both banks of the river for easy access to the shipping lines, and residential neighborhoods for laborers and merchants were established further inland. While the river sustained the new city by providing its economic base and a physical link to San Francisco, the river also presented an obstacle for early urban development. Once the county was organized, bridge-building became a top civic priority. The first bridge across the Napa River was constructed of wood at First Street in 1853, but was replaced in 1860 by a stone bridge. The Napa River was also prone to flooding, especially in the winter months. Floods destroyed early bridges, the debris from which would dam the river and in turn cause additional damage.

In Napa City itself, the initial street grid was dominated by First, Third, and Main streets, where the majority of public establishments like hotels and saloons were located and most business took place. While the road in the city and the surrounding area were primitive, they were catalysts for development in Napa City.

#### *Victorian Napa: 1860-1899*

Napa grew steadily throughout the Victorian era as people continued to settle and more businesses were established in the town. Transportation, infrastructure, and social services were greatly improved, and by 1880, Napa had a bustling downtown and a population of approximately 4,000. Napa was officially incorporated on February 24, 1874, as the “City of Napa.”

Napa City continued to grow during this period as the commercial center of the valley, and more industries were developed to provide the necessary base for economic growth. Spurring commercial growth was the establishment of the Napa Valley Railroad, which was completed in July 1865 which had a station at Fifth Street and Soscol Avenue. The Napa Valley Railroad was extended north to Calistoga Avenue in 1868, and was extended south to Napa Junction – now American Canyon—the following year, where it met up with other local rail lines.

Main Street grew as the mercantile center of Napa, but businesses were also located along Third, Second, First, Pearl, and Clinton streets. The financial center of the city was established on the “bank block” at Second and Main streets, anchored by the Bank of

Napa, which was founded in 1871 by prominent local businessman and politician Chancellor Hartson. The Williams Block (1886) was the first major retail commercial development on Main Street north of Napa Creek. According to Sanborn Fire Insurance maps from the 1870s, the downtown district featured a wide variety of businesses ranging from bakeries, general stores, groceries, wholesale liquor stores, restaurants, and saloons to hotels, billiards halls, wagon repair shops, livery stables, saddle shops, clothing stores, cobblers, tailors, pharmacies, hardware stores, a photography studio, and a gunsmith.

The late Victorian era also saw a transition from the wood-frame false-front Italianate style commercial buildings of the 1850s-1870s to more permanent buildings of brick and stone. These materials were used for principal businesses, grain warehouses, banks, and schools, although residences, stables, and modest stores were still built of wood. The Semorile Building at 975 First Street and the Winship Building at the corner of First and Main, both designed by Luther Turton in 1888, are excellent examples of Victorian-era commercial architecture. Other notable buildings from this period remaining in downtown Napa include the Borreo Building, the Napa Valley Register Building, and the Kyser-Lui-Williams Block.

Residential development occurred in the City of Napa as business and industry gained success in the late nineteenth century. Napa featured a wide variety of residential building types ranging from mansions to farmhouses, flats, and cottages, often on the same block. Today, high concentrations of homes from the Victorian era remain along Calistoga Avenue, and in the Napa Abajo, St. John's, Spencer's Addition, and Fuller Park neighborhoods, with fewer examples in Downtown.

#### *Early Twentieth Century (1900-1919)*

By the turn of the twentieth century, Napa had grown into a self-sufficient town with successful industries, businesses, and residents. Still tied to its agricultural roots, Napa had a population of 5,500 in 1905. Over the next two decades, the arrival of interurban electric railroads would link Napa to Vallejo, San Francisco, and the rest of the Bay Area, boosting its economy and encouraging residential growth through World War I. Interurban rail service began in July 1905 carrying passengers and freight from Vallejo. Through the city of Napa, the tracks ran up Soscol Avenue to its depot at Third Street, turned west on Third Street, and proceeded north on Jefferson Street.

Napa's downtown commercial area was also growing, but not as rapidly as other Bay Area cities. The same types of businesses—stores, hotels, saloons, banks—proliferated in downtown Napa. Commercial buildings from this era were largely designed in the Twentieth Century Commercial, Beaux Arts, or Renaissance Revival styles, and were constructed in brick or native stone.

The growth of single-family neighborhoods established during the Victorian era continued after the turn of the twentieth century, although residential construction slowed during World War I. Napa neighborhoods continued to feature a mixture of large and small houses rendered in a wide variety of styles.

#### *Prohibition & Depression (1920-1939)*

In the 1920s and 1930s, Napa was a primarily a working class community. Most men worked union jobs at the local factories or at the nearby Mare Island Naval Shipyard. This era saw steady construction of single-family homes and the establishment of more factories, but Prohibition and the Great Depression greatly curbed economic development in Napa. A Prohibition took effect in January 1920, and many of the wineries and breweries nationwide were shut down.

Despite these setbacks, new buildings were constructed downtown: the 1920s Gordon Building and Merrill's Building, both constructed on First Street in the Renaissance Revival style; the new Beaux Arts style Bank of Napa (1923, now Wells Fargo); and the Art Deco style Oberon Bar at 902 Main Street (circa 1880s, remodeled in 1933). The Franklin Station Post Office at 1351 Second Street (1932-33) was one of the many federal buildings across the country commissioned by the Works Progress Administration (WPA) to provide employment during the Depression. The 1,500-seat Hippodrome, which later became the Fox, was constructed in 1920 at First and Randolph streets, and the Uptown Theatre on Third Street opened in 1937, with 1,200 seats.

#### *World War II & Post-War Era (1940-1965)*

When the United States entered World War II in 1941, the entire Bay Area quickly became a manufacturing center for the production of wartime supplies as well as the departure point for the Pacific Theater. Napa's main contribution to the war effort came in supplying housing for defense workers, rather than in the actual production of goods. In 1930, Napa had a population of only 6,437; by 1950, that figure had jumped to over 13,000. Because of the large influx of people, infrastructure improvements and rapid suburban development occurred in Napa during the war and continued well into the postwar era. Up until that time, the city had grown in an organic piecemeal fashion, but with such a boom in population and physical growth, the first zoning ordinance was instituted in 1945. The availability of land and affordability of cars and gasoline did not create the need for increased density, so the city began to expand farther from downtown.

#### *1970s to Today*

The city continued to grow throughout the postwar era, reaching a population of 37,000 by 1970. Housing prices increased, and the downtown was revitalized. In 1970, the City of Napa's application for the Neighborhood Development Program was approved and funded by the U.S. Department of Urban Development, which initiated the first major phase of downtown redevelopment, which included the First Street beautification project, Brown Street Mall, another new downtown shopping mall, parking garages, new department stores (Mervyns and Carithers), and a one-time public art program. This effort led to the demise of some historic downtown commercial buildings, including the construction of a controversial clock tower and plaza on First Street to replace the Migliavacca Building (1905, demolished 1973), and the demolition of the Behlow Building (1900, demolished 1977) to make way for a new parking garage.

Beginning in the latter part of the twentieth century, the City of Napa and the Napa Community Redevelopment Agency has been instrumental in the preservation of numerous downtown properties, including the A. Hatt Building, Kyser-Lui-Williams block, Winship Building, Napa Valley Opera House, Labor Temple Building, and others. The Agency continues to be proactive by offering incentives for seismic retrofitting of

buildings on the unreinforced masonry list. In the early twenty first century, the Agency applied for and received preservation grants and oversaw the seismic retrofit of the historic Goodman Library and Borreo Building, both now owned by the City of Napa.

### ***Survey Efforts***

A number of prior survey efforts have occurred in the City of Napa, including the downtown area. In some cases, these surveys have resulted in the designation of historic districts; other areas remain unlisted, though individual property records and evaluations are on file with the City of Napa Planning Department. The following section outlines past survey and inventory undertakings and their results.

#### *Historic Resources Inventory (HRI)*

The Historic Resources Inventory (HRI) is the City of Napa's official list of locally designated historic resources. The current HRI was adopted by the Napa City Council in 1997; it is regulated by the city's Historic Preservation Ordinance (Chapter 15.52 of the Napa Municipal Code), and is maintained by the Cultural Heritage Commission (CHC). The first historic resource inventory was conducted within the City of Napa in 1969. Subsequent surveys of varying scopes and methodologies were conducted in 1978, 1988, 1994, 1995, and 1998. These surveys covered Napa's central historic core either via a windshield analysis (more comprehensive, but less in-depth), or through an intensive-level inventory of specific neighborhoods (i.e. St. John's and Napa Abajo/Fuller Park – each discussed below).

Over 2,800 individual properties are currently listed on the HRI in the City of Napa. Properties listed on the HRI may be designated as Landmarks, Neighborhood Conservation Properties, or simply listed as significant. Depending on their Map Score (established by the 1995 Napa City- Wide Survey), properties listed on the HRI are subject to varying levels of design review by the CHC and staff.

#### *1978 Napa County Survey*

The 1978 Napa County Historic Resource Survey (1978 Survey) was the first large-scale historic resource survey to be completed in the county, and was prepared for the City and County of Napa by Napa Landmarks Inc., using grant monies from the City and State. The 1978 Survey was one of Napa Landmarks' first large undertakings, and over 2,500 historic buildings, structures, and places throughout the county were photographed through an initial "windshield survey," and recorded on a Master List to create an inventory of historic resources. Official State Historic Resource Inventory forms were completed for some properties, but most were only documented by the Master List. The 1978 Survey also divided the city of Napa into nine survey areas based on historic context and development patterns: Downtown, Napa Abajo, St. John's, Spencer, West Napa, East Napa, Calistoga Avenue, Alta Heights, and Fuller Park. The 1978 Survey was undertaken during the early years of Napa's preservation movement, and also included recommendations for strengthening the local preservation planning process within Napa County. The 1978 Survey has been updated a number of times—both formally and informally—by City Staff and has become the foundation for the city's Historic Resources Inventory as well as subsequent survey work.

#### *Napa City-Wide Survey (1995)*

The Napa City-Wide Survey was completed in 1995 by San Buenaventura Research Associates of Santa Paula, California, for the City of Napa Planning Department. A windshield survey was completed with the primary goal of producing a digital database of historic resources. The survey included a systematic inventory of all historic resources within the sections of the city urbanized prior to 1950. Resources in other portions of the corporate limits were also identified by the City-Wide Survey, but were not systematically surveyed. Buildings were rated according to a 1 to 5 point system called Map Score (MS). Of the 6,014 properties evaluated in the City-Wide Survey, 2,206 properties were identified as potential contributors to the formation of historic districts, while 93 properties were identified as potentially individually significant. The survey also identified Historic Resources Planning Areas (HRPAs) with high concentrations of historic resources to inform future planning projects. The results and methodology of the 1995 City-Wide Survey were adopted by the City Council in 1997 as the updated Historic Resources Inventory, and replaced the 1978 Master List.

#### *Napa Abajo/Fuller Park Historic District*

Immediately south of the Downtown Napa Specific Plan Area is the Napa Abajo/Fuller Park neighborhood, which was first documented in 1994 through the “Fuller Park Historic Resources Inventory,” one of the city’s first intensive-level surveys. The survey was intended to provide thorough documentation of the Fuller Park neighborhood, with the ultimate goal of establishing a local historic district in the area. As a follow-up to the Fuller Park Historic Resources Inventory, the area was listed in the National Register of Historic Places as the “Napa Abajo/Fuller Park Historic District” in 1996. The district is comprised of 23 blocks surrounding Fuller Park and roughly bound by the Napa River, Pine, Jefferson, 3rd, 4th, and Division Streets, and includes 297 contributing and 308 non-contributing resources. The district was determined to be significant as a residential area of Napa during the period before the end of World War I, and contains a high concentration of historic resources.

#### *St. John’s Historic District*

An intensive-level survey of the St. John’s neighborhood was completed by the City of Napa in 1995. The survey documented residential buildings from the 1880s through the early 1950s in St. John’s—roughly bounded by Lincoln Avenue, Yajome Street, Clinton Street, Brown Street, Hayes Street, and Jefferson Street. The survey also suggested several potential historic districts in the area. The St. John’s Historic Resources Inventory included 230 State Historic Resources Inventory forms (DPR 523A), maps of the area, preliminary evaluations of districts and individual properties for eligibility for listing in the National Register of Historic Places, and an evaluation of the comprehensiveness of the 1995 City-Wide Survey.

#### *Calistoga Avenue Historic District*

Just north of the downtown Napa Specific Plan area is the Calistoga Avenue neighborhood. The Calistoga Avenue Historic District is the only locally-designated historic district in the City of Napa. Centered on Calistoga Avenue, the district primarily features residential buildings from the late nineteenth and early twentieth centuries, and was strongly influenced by the development of the electric railway in 1905. The Calistoga Avenue Historic District was surveyed and designated as a local landmark district in 1988. Alterations and demolitions within the district are subject to design review by the

Cultural Heritage Commission. The district is not listed in the National Register of Historic Places.

### ***ARG Windshield Survey of the Specific Plan Area***

Architectural Resources Group (ARG) was commissioned by the City of Napa to complete a “windshield survey” (walking site tour and visual observation) in April, 2009 of the Specific Plan Area to confirm that all historic buildings in the Area Plan are included on the HRI, and to identify buildings that may be missing from the HRI.

Initial survey results indicate that few historically significant buildings were omitted from the HRI. Some additional buildings, however, might be of historic merit to be placed on the HRI, but would require additional study to be certain. Such buildings fell into two categories; 1) buildings that have historic value but were not on the HRI list, and 2) buildings that might have historic value pending further research or removal of past alterations that could be hiding original material. The initial survey results also noted that although many buildings in the Downtown are in continuous use, others are vacant. Several buildings have undergone adaptive reuse and restoration while many have been substantially altered. The final results of the ARG windshield survey in tabular and graphical format is currently pending.

### ***Historic-era Architectural/Structural Resources***

Historic-era resources of the built environment include structures, districts, or other physical evidence greater than 50 years old. The 2009 review of the records and literature on file at the NWIC and with the City of Napa indicates there are approximately 119 recorded historic resources in the Downtown Specific Plan Area. **Table 8**, below, identifies these recorded historic-era architectural resources in the Plan Area. Each of these properties identified on Table 8 is considered a historic resource for CEQA purposes.

**TABLE 8**  
**RECORDED HISTORIC RESOURCES IN THE PLAN AREA**

	Address	Name	Date	NR	CR	HRI	LP	NCP
1	540 First St		1905			3		
2	605 First St		1900			3		X
3	606 First St		1905			3		
4	616 First St		1910			3		X
5	619 First St		1895			3		X
6	627 First St		1900			3		X
7	633 First St		1895			3		X
8	711 First St		1910			3		X
9	728 First St		1920			3		
10	731 First St		1880			2		X
11	743 First St		n/a					X
12	975 First St	Samorile Building	1888	X	X	1	X	
13	1026 First St	First National Bank	1915	X	X	1	X	
14	1130 – 1146 First St	Gordon Building	1929	X	X	1	X	
15	1139 First St		1920			3		
16	1202 First St	Old Napa Register	1905	X	X	1	X	
17	1210 First St		1920			3		
18	1212 – 1222 First St	Merrills Building	1929		X	1		
19	1219 First St	Goodman Library	1901	X	X	1	X	
20	1227 – 1245 First St		1916			3		
21	1564 First St		1915			3		
22	1607 First St		1910			2		
23	1635 First St		1900			2		
24	1750 First St	Noyes Mansion	1902	X	X	1	X	
25	1351 Second St	US Post Office	1933	X	X	1	X	
26	1553 Second St		1895			2		X
27	1763 Second St		1910			3		
28	1766 – 1776 Second St		1905			3		X
29	1778 Second St		1905			3		X
30	1790 – 1792 Second St		1890			2		X
31	1324 – 1330 Third St		1925			3		
32	1332 – 1364 Third St		1935			2		
33	1333 Third St	First Presbyterian Church	1874	X	X*	1	X	X
34	1406 – 1414 Third St		1915			3		X
35	1434 Third St		1910			2		
36	1516 Third St		1885			1		X
37	1526 Third St		1880			1		X
38	1532 Third St		1905			3		X
39	1538 Third St		1935			3		X
40	1562 Third St	J.M. Nichols Building	1879	X	X	1		X
41	1742 Third St		1890			2		

	Address	Name	Date	NR	CR	HRI	LP	NCP
42	1766 Third St		1915			3		
43	Fourth St		1930			3		X
44	1091 Fifth St		1945			3		
45	1224 Fifth St		1895			3		
46	35 Brown St		1900			2		
47	810 – 816 Brown St	E. Martin Building	1904		X	1		
48	840 – 844 Brown St	Alexandria Hotel	n/a	X	X		X	
49	825 Brown St		1878			1		
50	908 Brown St		1930			3	X	
51	1330 – 1332 Brown St		1885			3		
52	1325 Calistoga Ave		1905			3		
53	851 Caymus St		1890			3		
54	827 Church St		1905			3		X
55	835 Church St		1920			3		X
56	849 Church St		1880			2		X
57	1330 Clay St		1900			3		
58	1514 Clay St		1905			3		
59	1526 Clay St		1895			3		
60	845 Clinton St		1905			3		
61	585 Coombs St		n/a	X		n/a		
62	597 Coombs St		n/a	X		n/a		
63	623 Coombs St		1945			2		
64	801 – 809 Coombs St	Napa County Records	1920	X		3		
65	821 Coombs St		1915			3		
66	931 – 937 Coombs St		1915			2		
67	1005 Coombs St		1905			1	X	
68	1025 Coombs St		1930			3		
69	1207 Coombs St		1900			2		
70	1213 Coombs St		1900			2		
71	1219 Coombs St		1895			2		
72	1227 – 1237 Coombs St		1895			2		
73	1236 Division St		1870			1		
74	709 Franklin	Boggs-Thompson House	n/a		X	n/a		
75	833 Franklin	Sterling House	n/a		X	1		
76	952 Jefferson St		1890			2		X
77	500 – 550 Main St	Hatt Building	1884	X	X	1	X	
78	813 Main St	Fagianis	1908		X	1		
79	584 Main St.	Napa City Mills	n/a		X	n/a		
80	902 – 912 Main St	Oberon Bar	1934		X	2	X	
81	901 Main St	Bank of Napa	1923	X	X	1	X	
82	942 – 948 Main St	Winship-Smernes Bldg.	1888	X	X	1	X	
83	1018 – 1020 Main St	Napa Opera House	1879	X	X	1	X	
84	1038 – 1040 Main St	Flanagan-Mathis Bldg	1880		X	1		
85	1202 – 1214 Main St	Williams Keyser Block	1930		X	3		

	Address	Name	Date	NR	CR	HRI	LP	NCP
86	1231 Main St		1935			3		
87	1245 Main St	Sam Kee Laundry Bldg	1875	X	X	1	X	
88	1327 – 1335 Main St		1915			3		
89	1343 Main St		1915			3		
90	1350 Main St		1930			3		
91	903 Mc Kinstry St		1930			3		X
92	906 Mc Kinstry St		1885			2		X
93	1031 Mc Kinstry St		1900			3		
94	1300 – 1338 Pearl St		1930			3		
95	1461 Polk St		1880			2		X
96	1455 Polk St		n/a					X
97	590 Randolph St		1895			1		
98	608 Randolph St		1890			1	X	X
99	618 – 620 Randolph St		1905			3		
100	625 Randolph St		1916			1		
101	630 – 632 Randolph St		1940			3		
102	640 – 642 Randolph St		1900			3		
103	707 Randolph St		n/a					X
104	715 Randolph St		n/a					X
105	720 Randolph St		1940			3		
106	730 Randolph St		1940			3		
107	830 – 832 School St		1905			3		
108	1004 Seminary St		1887			2		X
109	1030 Seminary St		n/a					X
110	1042 Seminary St		1900			2		X
111	1120 Seminary St		1885			3		X
112	1133 Seminary St		1900			2		X
113	619 Water St		1910			3		X
114	718 Water St		1900			3		X
115	876 Water St		1900			3		X
116	1100 West St		1900			2		
117	1214 Yajome St		1900			3		
118	1216 Yajome St		1895			3		
119	1234 Yajome St		1925			3		

Source: HRI List 2009, NRIS 2009, OHP 2009

\* California Historical Landmark # 878

NR= National Register,

CR= California Register

LP = Landmark Property

NCP = Neighborhood Conservation Property (historic district contributor)

HRI = Historic Resources Inventory

HRI-1 = Appears to be individually eligible for listing on the NRHP, already is listed or has been previously determined eligible for listing.

HRI-2 = Appears to be individually eligible for designation as a City Landmark, already is listed or has been previously determined eligible for listing.

HRI-3 = Not individually eligible for NRHP listing or designation as a City Landmark, but may be a contributor to the formation of an historic district.

HRI-4 = Ineligible; a non-contributor to a district.

HRI-5 = Not rated (usually, a non-visible property)

### ***Historic-era Archaeological Resources***

The 2009 review of the records and literature on file at the NWIC indicates that one historic-era archaeological resource has been recorded within the Napa Planning Area. A historic-era refuse deposit was uncovered during archaeological monitoring on the western side of Napa River. The deposit included materials dating from 1870 to 1925; many of the bottles were embossed with local Napa insignia. There is the potential for finding additional historic-era archaeological sites within the Planning Area. Historic-era archaeological materials could include stone, concrete, or adobe footings and walls; artifact-filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

### ***Paleontological Resources***

The following discussion of existing paleontological resources divides the rock units underlying the Plan Area into geologic units with varying degrees of fossil-yielding potential. High and low potential rocks are determined by applying the following criteria established by the Society of Vertebrate Paleontology (SVP, 1995):

*High Potential* - Rock units (or formations) in which vertebrate or significant invertebrate fossils have been found. These rock units include sedimentary and some volcanic formations that contain significant fossil resources anywhere within their geographic extent and sedimentary deposits formed in a time period or composed of materials suitable for the preservation of fossils. Only invertebrate fossils that provide new information on existing flora or fauna, or on the age of a rock unit would be considered significant.

*Low Potential* – Rock units that have few, if any records of vertebrate fossil finds in institutional collections, or that have been shown in surveys or paleontological literature to be largely absent of fossil resources. Low potential rocks also include metamorphic and most volcanic rocks.

Although not discussed in SVP standards, artificial fills, slope deposits (such as colluvium, landslides and earth flows) and native soil are materials with little or no potential to contain paleontological resources. While such materials were originally derived from rocks or sediments, they have been weathered or reworked such that fossils would not likely be preserved.

## **REGULATORY FRAMEWORK**

### ***Federal Regulations***

#### *National Historic Preservation Act*

Cultural resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470f), and its implementing regulations. Prior to implementing an “undertaking” (e.g., issuing a federal permit), Section 106 of the NHPA requires federal agencies to consider the effects of the undertaking on historic properties and to afford the Advisory Council on Historic Preservation a reasonable

opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the National Register. Under the NHPA, a find is considered significant if it meets the National Register listing criteria at 36 CFR 60.4, as stated below:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- a) That are associated with events that have made a significant contribution to the broad patterns of our history, or
- b) That are associated with the lives of persons significant in our past, or
- c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, or
- d) That have yielded, or may be likely to yield, information important in prehistory or history.

Federal review of projects is normally referred to as the Section 106 process. This process is the responsibility of the federal lead agency. The Section 106 review normally involves a four-step procedure, which is described in detail in the implementing regulations (36 CFR Part 800):

- Identify historic properties in consultation with the State Historic Preservation Officer and interested parties;
- Assess the effects of the undertaking on historic properties;
- Consult with the State Historic Preservation Officer, other agencies, and interested parties to develop an agreement that addresses the treatment of historic properties and notify the Advisory Council on Historic Preservation; and finally,
- Proceed with the project according to the conditions of the agreement.

#### *Paleontological Resources Preservation Act*

The federal Paleontological Resources Preservation Act (PRPA) of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers (PRPA, 2007). The act also establishes penalties for illegal salvage of paleontological resources on public lands. This act incorporates key findings of a report, *Fossils on Federal Land and Indian Lands*, issued by the Secretary of Interior in 2000 which included input from staff of the Smithsonian Institution, United States Geological Society (USGS), various federal land management agencies, paleontological experts, and the public. The report

establishes that most vertebrate fossils and some invertebrate and plant fossils are considered rare resources (U.S. Department of Interior, 2000).

### ***State Regulations and Legal Compliance***

The State of California implements the NHPA through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historic Resources Inventory. The State Historic Preservation Officer is an appointed official who implements historic preservation programs within the state's jurisdictions.

#### *California Environmental Quality Act*

CEQA, as codified in PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the state. CEQA requires lead agencies to determine if a proposed project would have a significant effect on archaeological resources. As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information;
- Has a special and particular quality, such as being the oldest of its type or the best available example of its type; and/or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The CEQA Guidelines define a historical resource as: (1) a resource in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 would apply. If an archaeological site does not meet the CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083 regarding unique archaeological resources. A unique archaeological resource is "an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge.

The CEQA Guidelines note that if a resource is neither a unique archaeological resource nor a historical resource, the effects of the project on that resource shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064[c][4]).

### *California Public Resources Code*

Several sections of the California Public Resources Code (PRC) protect paleontological resources. Section 5097.5 prohibits “knowing and willful” excavation, removal, destruction, injury, and defacement of any paleontologic feature on public lands (lands under state, county, city, district, or public authority jurisdiction, or the jurisdiction of a public corporation), except where the agency with jurisdiction has granted permission.

### *California Register of Historical Resources*

The California Register is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code [PRC] Section 5024.1[a]). The criteria for eligibility to the California Register are based on National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally eligible for or listed in the National Register.

To be eligible for the California Register as a historical resource, a prehistoric or historic-period resource must be significant at the local, state, and/or federal level under one or more of the following criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
- 4) Has yielded, or may be likely to yield, information important in prehistory or history [14 CCR Section 4852(b)].

For a resource to be eligible for the California Register, it must also retain enough integrity to be recognizable as a historical resource and to convey its significance. A resource that does not retain sufficient integrity to meet the National Register criteria may still be eligible for listing in the California Register.

### *Senate Bill (SB) 18*

Effective January 2005 and in conformance with SB 18, which was signed into law by the Governor of California in September 2004, starting on March 1, 2005 local governments are required to consult with tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to

“provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places” (State of California, 2005).

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (2005), the following identifies the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the Native American Heritage Commission [NAHC]) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government’s jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county’s jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

## ***Napa County***

### *Napa County General Plan*

#### Cultural Resource Goals

**Goal CC-4:** Identify and preserve Napa County’s irreplaceable cultural and historic resources for present and future generations to appreciate and enjoy.

**Goal CC-5:** Encourage the reuse of historic buildings by providing incentives for their rehabilitation and reuse.

#### Cultural Resource Policies

Policy CC-17: Significant cultural resources are sites that are listed in or eligible for listing in either the National Register of Historic Places or the California Register of Historic Resources due to their potential to yield new information regarding prehistoric or historic people and events or due to their intrinsic or traditional cultural value.

Policy CC-18: Significant historical resources are buildings, structures, districts, and cultural landscapes that are designated Napa County Landmarks or listed in or eligible for listing in either the National Register of Historic Places or the California Register of Historic Resources. Owner consent is a prerequisite for designation as a County Landmark.

Policy CC-19: The County supports the identification and preservation of resources from the County's historic and prehistoric periods.

- Action Item CC-19.1: In partnership with interested historic preservation organizations, seek funding to undertake a comprehensive inventory of the County's significant cultural and historic resources using the highest standard of professional practices.
- Action Item CC-19.2: Consider amendments to the County zoning and building codes to improve the procedures and standards for property owner-initiated designation of County Landmarks, to provide for the preservation and appropriate rehabilitation of significant resources, and to incorporate incentives for historic preservation.

Policy CC-20: The County shall support and strengthen public awareness of cultural and historic preservation through education, public outreach, and partnership with public and private groups involved in historic preservation. Example programs include: • Providing information to the public on historic preservation efforts and financial incentive programs. • Creating a historic preservation page on the County's Web site with links to federal and state historic preservation programs and financial incentive programs. • Distributing pamphlets that outline and discuss historic preservation programs available to property owners. Keeping handouts and applications on federal and state incentive programs at the Planning and Building public counters. • Partnering with local non-profits to place plaques or other identification at designated historic buildings and sites. • Coordinating with open space/land conservation organizations to preserve historic buildings and sites on land set aside for conservation, whether for public or private use.

Policy CC-21: Rock walls constructed prior to 1920 are important reminders of the County's agricultural past. Those walls which follow property lines or designated scenic roadways shall be retained to the maximum extent feasible and modified only to permit required repairs and allow for openings necessary to provide for access.

Policy CC-22: The County supports efforts to recognize and perpetuate historic vineyard uses and should consider ways to provide formal recognition of "heritage" landscapes, trees, and other landscape features with owner consent.

Policy CC-23: The County supports continued research into and documentation of the county's history and prehistory, and shall protect significant cultural resources from inadvertent damage during grading, excavation, and construction activities.

- Action Item CC-23.1: In areas identified in the Baseline Data Report as having a significant potential for containing significant archaeological resources, require completion of an archival study and, if warranted by the archival

study, a detailed on-site survey or other work as part of the environmental review process for discretionary projects.

- Action Item CC-23.2: Impose the following conditions on all discretionary projects in areas which do not have a significant potential for containing archaeological or paleontological resources: • “The Planning Department shall be notified immediately if any prehistoric, archaeological, or paleontologic artifact is uncovered during construction. All construction must stop and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.” • “All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California’s Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed.”

Policy CC-24: Promote the County’s historic and cultural resources as a means to enhance the County’s identity as the nation’s premier wine country and a top tourist destination, recognizing that “heritage tourism” allows tourists to have an authentic experience and makes good business sense.

Policy CC-25: Promote the use of recreational trails following historic alignments such as the Oat Hill Mine Road, and make every effort to include historical information at all trail heads and in trail maps and brochures. Also provide historical information about roads that follow historic trails where feasible, such as Silverado Trail, Old Sonoma Road, Glass Mountain Road, and others. Provide access for the elderly and disabled to interpretive information, trail segments, and trail heads as required by law.

Policy CC-26: Projects which follow the Secretary of the Interior’s Standards for Preservation Projects shall be considered to have mitigated their impact on the historic resource.

Policy CC-27: Offer incentives for the appropriate rehabilitation and reuse of historic buildings and disseminate information regarding incentives available at the state and federal level. Such incentives shall include but are not limited to the following: a) Apply the State Historical Building Code when building modifications are proposed. b) Reduce County building permit fees when qualified preservation professionals are retained by applicants to verify conformance with the SHBC and the Secretary of the Interior’s Standards. c) Use of the federal historic preservation tax credit for qualified rehabilitation projects. d) Income tax deductions for qualified donations of historic preservation easements.

Policy CC-28: As an additional incentive for historic preservation, owners of buildings within agricultural areas of the County that are either designated as Napa County Landmarks or listed in the California Register of Historic Resources or the National Register of Historic Places may apply for permission to reuse these buildings for their historic use or a compatible new use regardless of the land uses that would otherwise be permitted in the area, provided that the historic building is

rehabilitated and maintained in conformance with the U.S. Secretary of the Interior's Standards for Preservation Projects.

- Action Item CC-28.1: Amend the Zoning Ordinance to provide a process by which property owners may seek approval consistent with this policy calling for an additional incentive for historic preservation. The process shall preclude reuse of buildings which have lost their historic integrity and prohibit new uses that are incompatible with the historic building or that require inappropriate new construction.

Policy CC-29: Significant historic resources that are damaged by flood, fire, neglect, earthquake, or other natural disaster should be carefully evaluated by a structural engineer with preservation experience before they are determined to be beyond repair and destroyed.

Policy CC-30: Because the County encourages preservation of historic buildings and structures in place and those buildings and structure must retain "integrity" to be considered historically significant, the County shall discourage scavenging of materials from pre-1920 walls and other structures unless they are beyond repair.

- Action Item CC-19.1: In partnership with interested historic preservation organizations, seek funding to undertake a comprehensive inventory of the County's significant cultural and historic resources using the highest standard of professional practices.
- Action Item CC-19.2: Consider amendments to the County zoning and building codes to improve the procedures and standards for property owner-initiated designation of County Landmarks, to provide for the preservation and appropriate rehabilitation of significant resources, and to incorporate incentives for historic preservation.
- Action Item CC-23.1: In areas identified in the Baseline Data Report as having a significant potential for containing significant archaeological resources, require completion of an archival study and, if warranted by the archival study, a detailed on-site survey or other work as part of the environmental review process for discretionary projects.
- Action Item CC-23.2: Impose the following conditions on all discretionary projects in areas which do not have a significant potential for containing archaeological or paleontological resources: "The Planning Department shall be notified immediately if any prehistoric, archaeological, or paleontologic artifact is uncovered during construction. All construction must stop and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action." • "All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed."
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for an additional incentive for historic preservation. The process shall preclude reuse of buildings which have lost their historical integrity and prohibit new uses that are incompatible with the historic building or that require inappropriate new construction.

## ***City of Napa***

**Goal HR-1:** To preserve and maintain sites, buildings, and landscapes that serve as significant, visible reminders of the city's social, architectural, and agricultural history.

### *Policies*

HR-1.1: The City shall identify historical buildings, sites, features and districts that are reminders of past eras, events and people; significant examples of architectural styles; irreplaceable assets; or, examples of how past generations lived.

HR-1.2: The City shall continue to identify historic objects and features that are a part of the city's cultural heritage. These elements include signs of all types, street light standards, stone bridges and walls, windrows, sculptures and remnants of historic infrastructure, such as historic storm drains, stone curbs, cobblestones and manhole covers.

HR-1.3: The City shall continue to update and amend the City's historic resources inventory with intensive surveys.

HR-1.4: The City shall review and strengthen its present legal framework and administrative procedures governing projects affecting historical resources.

HR-1.5: The City shall adopt land use regulations historic patterns of housing densities and urban form.

HR-1.6: The City shall use the State Historical Building Code to preserve historic resources consistent with protection of life safety.

HR-1.7: The City shall preserve historic resources by nominating historic buildings and districts to the National Register of Historic Places and California Register of Historic Places.

HR-1.8: The City shall document, review, and designate local landmarks and conservation districts identified in the citywide survey.

HR-1.9: The City shall solicit property owners' support and adopt the Napa Abajo / Fuller Park National Register District as a local historic district, and other, future districts as they are identified through the ongoing survey process.

HR-1.10: The City shall advocate specific projects, legislation and economic strategies which will realize preservation goals and policies.

HR-1.11: The City shall work with construction trade groups to support apprenticeship programs that teach restoration techniques such as lead paint remediation, historic woodworking and finishing.

HR-1.12: The City shall pursue funding and grant monies which could be used to further the goals and implement the historic preservation policies of this General Plan.

HR-1.13: The City shall develop incentives to encourage owners to retrofit unreinforced masonry buildings.

HR-1.14: The City shall create a list of volunteers willing to research historic resources.

HR-1.15: The City shall identify and reinforce historic linkages between the natural and built environment.

HR-1.16: The City shall work with other agencies to ensure that any future flood control project does not sever the historic relationship between the river and the adjacent historic neighborhoods and commercial areas.

HR-1.17: When planning for transportation routes, the City shall seek routes and improvements that recognize and protect historic neighborhoods.

HR-1.18: The City shall identify its historic gateways and support the preservation of their historic bridges, stone walls, street trees and viewsheds.

HR-1.19: The City shall identify historic landscape features and landmark trees as a first step toward their preservation.

HR-1.20: The City shall encourage landscape plans that enhance historic areas.

#### *Implementation Programs*

- HR-1.A: The City shall publicize and periodically update the survey results of the adopted 1994-95 Citywide Historic Resources Survey list of significant buildings.
- HR-1.B: The City shall continue to update and amend the City's historic resources inventory with intensive level surveys, using California Department of Parks and Recreation Office of Historic Preservation forms wherever possible.
- HR-1.C: The City shall develop a parcel-specific, computerized system to make historic inventory data available to each City department so that actions which might affect historic resources are evaluated appropriately and in a timely manner.
- HR-1.D: The City shall research and record locations of potential historic and archaeological sites within Napa, using historic Sanborn maps and other sources.

- HR-1.E: The City shall update the City's Historic Preservation Ordinance to reflect the requirements of the City's Certified Local Government status and current federal and state mandates and the policies of the General Plan.
- HR-1.F: The City shall revise the current ordinance governing the Certificate of Appropriateness process to define the approval process, including its time of occurrence, and hierarchies of review based upon level of impact and importance of the resource.
- HR-1.G: The City shall establish procedures and standards whereby properties on the list of architectural and historical resources are provided with alternatives to demolition. Alternatives could include moving the building, public or private purchase, or finding a new use. Should demolition occur, thorough documentation by photographs and measured drawings and salvage of irreplaceable materials should be required as a condition of approval. Expedite permit processes that allow for alternatives to demolition of historic properties.
- HR-1.H: The City shall review and update its procedures for designation and administration of local historic districts.
- HR-1.I: The City shall review and update the present interdepartmental review processes for projects affecting historic resources.
- HR-1.J: The City shall establish policies for non-conforming uses in historic districts. The City shall allow non-conforming uses to remain, if determined desirable for neighborhood character.
- HR-1.K: The City shall conduct a review of City policies, ordinances and programs to ensure consistency with historic preservation objectives, making necessary revisions where there is a conflict.
- HR-1.L: The City shall maintain a photographic record of successful restoration projects to inform future project proponents as to architectural styles, historic construction methods, probable materials and appropriate reconstruction techniques.
- HR-1.M: The City shall adopt design guidelines and standards to guide rehabilitation, infill and new development in historic areas.
- HR-1.N: The City shall develop a program to seek out endangered buildings and take steps to encourage their preservation and rehabilitation, including exploring financial incentives.
- HR-1.O: The City shall prepare information for the general public to explain the City's commitment to historic preservation, the approval process, regulations, financing strategies such as income tax credits or rehabilitation loans and the benefits of application of the State Historical Building Code.
- HR-1.P: The City shall prepare and periodically update its list of landmark trees and landscape features.

**Goal HR-2:** To encourage owners of historic resources to preserve or upgrade historic properties by improving their economic viability.

### *Policies*

HR-2.1: The City shall investigate incentives for single family residential restoration such as tax relief for designated landmarks or districts, and inform historic homeowners of available incentives.

HR-2.2: The City shall investigate and publicize the use of various federal, state, local and private funding sources and economic mechanisms available to support historic resource preservation.

HR-2.3: The City shall support the creation of a revolving loan fund for historic rehabilitation to be financed through public and private contributions with efforts to encourage banks to provide loans for rehabilitating historic properties financed with public and private contributions, for the acquisition or rehabilitation of historic properties.

HR-2.4: The City shall encourage the formation of nonprofit corporations organized for the purpose of purchasing and rehabilitating at-risk historic properties. The City shall support the efforts of Napa County Landmarks, Inc., in this effort.

HR-2.5: The City shall encourage the continuation and appropriate expansion of federal and state programs that provide tax and other incentives for the rehabilitation of historically- or architecturally-significant structures.

HR-2.6: The City shall work with the County Assessor to create a property tax relief program for qualified historic structures (Mills Act).

### *Implementation Programs*

- HR-2.A: The City shall establish criteria to evaluate alternatives in cases where owners of designated historic properties assert economic hardship, as well as establishing guidelines to assist the City in such determinations.

**Goal HR-3:** To promote community awareness and appreciation of Napa's history and architecture.

### *Policies*

HR-3.1: The City shall educate the community and historic property owners of the importance and benefits of, and opportunities for participating in, the preservation of resources.

HR-3.2: The City shall support establishment of a Restoration Center by Napa County Landmarks, Inc., which would serve as a repository for information on historic building methods, construction techniques and materials and which could provide technical advice and services for restoration.

HR-3.3: The City shall support the preparation by Napa County Landmarks, Inc., or other private organizations and the Napa County Historical Society of a list of sources for historic research materials such as Sanborn Maps, old city maps, historic subdivision maps, and old photographs that would assist project proponents in identifying the historic conditions and context for their project.

HR-3.4: The City shall support the efforts of private, nonprofit organizations to educate school children as to the value of local history and architecture, using historic inventory information.

#### *Implementation Programs*

- HR-3.A: Together with local preservation organizations, the City shall develop innovative community education programs such as local walking and bicycle tours; pamphlets and brochures about local architects, builders and styles; an oral historic program; a slide library of construction methods, successful rehabilitation efforts and videotapes on architectural/historical subjects for use in schools and homes.

**Goal HR-4:** To achieve a vital downtown that reflects its historic urban form and setting, offering a mix of old and new buildings.

#### *Policies*

HR-4.1: The City shall promote the preservation of the historic urban form of the downtown. Historic heights, street faces and building massing shall be supported by new development.

HR-4.2: The City shall evaluate historic unreinforced masonry (URM) buildings and wood framed structures in accordance with the provisions of the State Historical Building Code and provide for mitigation of URM hazards.

HR-4.3: The City shall take advantage of the historic setting of downtown, and encourage lively, interactive uses throughout the day and into the evening.

HR-4.4: The City shall support the downtown Facade Improvement Program to improve building fronts based upon historic commercial building design guidelines. Restoration could include the removal of facades which have been applied in the past to "update" structures.

HR-4.5: The City shall maintain and restore City-owned properties identified as landmarks, within an historic district, or listed on the National Register of Historic Places.

HR-4.6: The City shall work with the local tourism industry to support and foster historic resources as a destination, demonstrating that cooperation with the preservation community will improve the quality of the visitors' experience.

### *Implementation Programs*

- HR-4.A: The City shall prepare design guidelines for the downtown to guide future development and restoration efforts.
- HR-4.B: The City shall develop and adopt an unreinforced masonry building (URM) hazard mitigation program.
- HR-4.C: The City shall identify historic signs, including painted wall signs, signs as architectural features, and historic neon signs, and provide incentives for their protection.

**Goal HR-5:** To maintain historic neighborhoods that provide a diverse mix of housing types and services to meet the needs of families and build a sense of community.

### *Policies*

HR-5.1: The City shall preserve the character, livability, and civic pride of Napa's historic neighborhoods through neighborhood conservation efforts.

HR-5.2: The City shall prepare programs to guide future investment and development for designated or eligible historic districts.

HR-5.3: The City shall target code enforcement to at-risk neighborhoods, or parts thereof. The City should also target Community Development Block Grant (CDBG) housing rehabilitation loan funds to these areas.

HR-5.4: The City shall encourage heritage tourism by encouraging bed and breakfast inns, walking tours, home tours, and similar uses in historic neighborhoods.

HR-5.5: The City shall explore methods to discourage through-traffic on streets in historic neighborhoods in order to maintain their livability and walkability.

### *Implementation Programs*

- HR-5.A: The City shall continue its studies of historic neighborhoods and define those areas that merit special recognition and protection.
- HR-5.B: The City shall develop a paving standard, using historic grid patterns, for fixing and maintaining safe and walkable sidewalks in historic neighborhoods.
- HR-5.C: The City shall implement the design guidelines and neighborhood strategies for development that resulted from the Napa Abajo / Fuller Park National Register District workshops.

**Goal HR-6:** To preserve important archaeological resources.

## *Policies*

HR-6.1: The City shall enforce current federal and state and procedures for identifying, preserving and protecting prehistoric sites.

HR-6.2: The City shall require investigation during the planning process for all proposed developments in archaeologically sensitive areas in order to determine whether prehistoric resources may be affected by the project and, if so, require that appropriate mitigation measures be incorporated into the project design.

HR-6.3: Recognizing that Native American burials or archaeological artifacts may be encountered at unexpected locations, the City shall continue to enforce state mandates with its current mitigation requirement, applied to all development permits and tentative subdivision maps, that upon discovery of remains during construction, all activity will cease until qualified professional archaeological examination and reburial in an appropriate manner is accomplished.

HR-6.4: The City shall investigate ISTE funding sources to identify and protect portions of the Silverado Trail and other Native American trails that developed over time into the roadways we now use.

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## Appendix D: Stakeholder Focus Group Interviews Summary

As part of both community outreach and existing conditions research, the project team held interview sessions with six stakeholder focus groups related to Downtown Napa. The goal of these interviews was to gather feedback for the Downtown Napa Specific Plan from key community members representing different perspectives and experiences with Downtown. Approximately 65 community members attended altogether, including residents, employees, community organization leaders, environmental activists, artists, business owners, and property owners from Napa. These various stakeholders were grouped in the following categories: Property Owners/Developers; Commercial Tenants; Professional Tenants and Oxbow District Stakeholders; Neighborhood, Historic, and Environmental Groups; and Downtown Agencies/Organizations. A summary of these interviews is provided in the following pages.

# downtown napa

SPECIFIC PLAN



## *Downtown Napa Specific Plan* Stakeholder Focus Group Interviews Summary

May 2009

Prepared by:



# 1 INTRODUCTION

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The Downtown Napa Specific Plan (the “Plan”) will guide the City of Napa in its planning efforts to create a more inclusive and vibrant Downtown Napa. The purpose of the Plan is to develop a community vision for the Downtown Planning Area and create strategies and tools to implement the vision through recommendations for public and private development. The Plan will include detailed policies, design guidelines and development standards that work toward a holistic vision of Downtown. Building from the input gathered during a comprehensive community engagement process, the Plan will help lead the City towards a more sustainable, pedestrian-friendly and attractive Downtown.

The Downtown Napa Specific Plan is currently in the visioning phase of the planning process. This phase is focused on studying the existing assets, challenges and opportunities of the Planning Area through technical studies, as well as gathering and synthesizing input from the community through stakeholder focus group interviews, a web-based survey, and a community workshop (to be held at the Westin Hotel on McKinstry Street on June 9, 2009). Additional information and materials can be found on the project website, as well as information on current and upcoming project events ([www.downtownnapaspecificplan.org](http://www.downtownnapaspecificplan.org)).

## 2 MEETING FORMAT

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Over the course of April 29 and 30, 2009, the City of Napa held two-hour interviews with five stakeholder focus groups. The interviews were held at in an unoccupied store on Main Street in Downtown Napa. The goal of these interviews was to gather feedback for the Downtown Napa Specific Plan from key community members representing different perspectives and experiences with Downtown.



Approximately 65 community members attended the Stakeholder meetings, including residents, employees, community organization leaders, environmental activists, artists, business owners, and property owners from Napa. These various stakeholders were grouped in the following categories: Property Owners/Developers; Commercial Tenants; Professional (Office) Tenants and Oxbow District Stakeholders; Neighborhood, Historic, and Environmental Groups; and Downtown Agencies/Organizations.

The format of the meeting was similar for all five groups. The meetings began with a welcome and introduction from City staff. On Wednesday, Chris Beynon, principal from the lead consultant team MIG, Inc., described the planning process in further detail and

facilitated in-depth discussions on the overall vision, assets, challenges and opportunities as experienced by the participants. Anchi Mei, MIG project manager, was the lead facilitator on Thursday. Comments made by the participants were graphically recorded on large “wallgraphics” which are included at the end of this report. One group worked around a table; their comments are summarized as well.

### 3 STAKEHOLDER COMMENTS

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The following is a summary of the comments gathered during the interviews<sup>11</sup>. The discussions were all structured around the following concepts: desired outcomes for the planning process, Downtown assets, specific challenges, creative opportunities for improving the Planning Area, and overall vision ideas. Ideas for outreach were also solicited and included at the end of this section.



**Bolded comments** represent observations or ideas that were repeated multiple times by participants through the course of the interviews.

#### A. Overall Vision and Desired Outcomes

- Downtown is a successful, vibrant, rich and authentic place.
- There are a wide range of services and activities, for all ages and for locals and visitors.
- Downtown has embraced the Napa River, Napa Creek and Downtown’s other natural assets.
- There is a greater range of commercial businesses.
- Art and cultural activities and events are promoted at locations within Downtown.

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<sup>11</sup> This summary also incorporated two City interviews the the Napa Active 20-30 Club on May 13 and a stakeholder unable to attend the April focus group.

- Downtown has a lively, attractive, active and diverse entertainment district.
- Downtown Napa is a vibrant, world-class visitor hub for the Napa Valley used by many locals. Downtown is for both locals and tourists!
- There are locally-serving retail and services like pharmacies, markets, etc.
- It is easy to get to Downtown by car, and once there, Downtown is walkable and bike-able with clear parking.

## B. Assets

- The Napa River is an outstanding asset that defines the Downtown Planning Area and is vital to its identity. Many additional opportunities have developed from the River including the Riverfront Promenade and Trail and the Riverfront development.
- Veteran's Park along the River
- Napa's history and historic buildings, such as the Opera House are important.
- Downtown Napa has an authentic and "real" character.

### *A Great Mix of Uses*

- The Oxbow District, especially the Oxbow Market, is a lively attraction.
- Numerous wine-tasting rooms Downtowns provide tourist opportunities.
- The Downtown area has a good foundation to build on with more exciting architecture, entertainment and great restaurants.
- Everything in the Downtown area is within a walking distance.
- There are lots of great restaurants.
- County and City offices bring a daytime population to Downtown.
- Napa Valley College and other education institutions have the potential to bring vibrancy to downtown
- Copia and its gardens is a great facility.

### *A Large Number of Community Activities*

- There are many things to do and see Downtown.
- There are lots of free, local events like movies in the park, music, concerts and festivals
- The Chef's Market and the Farmer's Market are other attractions.
- The Opera House is an asset

### *Strong Development Potential*

- Downtown has the unique opportunity to combine residential and commercial developments.
- There is developer interest in new development that could be leveraged.
- The community could benefit by redevelopment of some County and City owned properties and privately owned properties.
- Parking structures could be redeveloped and/or improved
- Hotel owners have a great interest in creating a lively, attractive Downtown.
- The scale of the Riverfront development (between Third and Fifth Streets) is appropriate for Napa with quality finishes and an attractive character.

- Concentrating growth Downtown will help preserve the region's agricultural landscape.
- Downtown is in close proximity to the Soscol Gateway Redevelopment Area.

*Beautiful, Natural Environment and Context*

- We are a passionate and involved community regarding natural surroundings.
- Preserve open space!
- The natural environment should influence design.
- There is a unique Napa lifestyle that revolves around outdoor activities and leisure.
- Mature trees are great assets that need better regulation and protection.

*Unique Infrastructure Related to the Napa River*

- The bypass channel will be great for events.
- \$99 million in flood control funds have been provided to Napa to help complete the Flood Project within the next several years.
- Stone bridges are assets that should be preserved.
- New trails and parks along the River are being created providing opportunities for a safe, well connected system

*Strategic, Regional Location*

- Downtown Napa is in close proximity to the wine industry of the Valley.
- The City of Napa is the gateway to Napa Valley.
- The City is located in a predominantly agricultural county.

*Great Community Members*

- This is a problem-solving community, resourceful when it comes to look for solutions.
- There is a strong ethic of volunteerism among Napa residents.

**C. Issues**

- **Downtown feels dead most of the time**
- **Downtown has a lack of cohesion and dispersed assets/attractions.**
- **One way streets and dead end streets are confusing.**
- Visitors have trouble finding downtown restaurants and hotels
- There is no strong center or heart of Downtown
- There is a lack of shopping and services Downtown.
- There is a lack of nighttime activity with stores closing by 6 pm and many empty spaces.
- The new Courthouse building and Jail create safety issues and an unpleasant atmosphere.
- Homelessness is a concern for residents and tourists.
- There are too many vacant spaces; many need rehabilitation and upgrades

- Downtown Napa is an “inconsistent” commercial district – that is – spread out with vacancies and dispersed attractions.
- Downtown lacks a “there” there
- Some Downtown developments like Napa Town Center are not successful, not done well.
- Napa’s Downtown has recalcitrant property owners.
- Current housing Downtown is too expensive.
- The current economy and other worldwide events have an effect on Napa’s economy.
- Parks are under-maintained and not used much on weekdays—mainly used on weekends.
- There is a maintenance issue in green areas and plazas.
- There may be too many regulations around live entertainment; however, there can also be conflicts between residences and entertainment.
- Napa’s Downtown has never thrived...let’s change that!
- There is some concern for personal security, particularly in and around parking

#### D. Opportunities

- Encourage high-quality housing that is affordable for a range of income levels.
- Increase housing opportunities within Downtown.
- Promote new, mixed-use developments that have a range of housing, retail and office spaces.
- New building designs should be context-sensitive yet unique.
- Promote unique “Napa” retail.
- Support the reuse of vacant spaces.
- Enhance and expand public spaces
- Create a Downtown parking strategy that connects to regional transit.
- Make it easier for visitors to arrive to Downtown from Highway 29.
- Improve Downtown’s auto circulation network – make it intuitive.
- Provide good circulation patterns and connections for pedestrians, bikers and users of public transportation.
- Provide strong links between the Oxbow and the Downtown Core.
- Balance local and tourism needs.
- There may be more than one “district” downtown

*Integrate new development design with natural environment.*

- Maximize the impact of the natural setting by enhancing the appearance of new developments.
- Protect the regional agricultural community by keeping a clear and fixed City boundary.
- Provide river-oriented development and trail connections.
- Create a heritage tree policy.

*Strengthen the public realm Downtown.*

- Encourage more street life by allowing outdoor dining, and other private-public activities.
- Improve the look of existing public open spaces and add more greenery on plazas Downtown.
- Make better use of Veterans Park
- Create a heart for Downtown Napa.
- Create more social gathering spaces and streetside plazas.
- Promote a shared, interesting, and flexible use of public space.
- Balance street events with other commercial viability.
- Improve pedestrian/bicycle links with parks and plazas
- Accelerate/complete the flood control project

*Enhance and bolster Napa's unique identity.*

- Place an emphasis on historic preservation and restore unique local buildings.
- The local community should provide a vision to preserve the unique Napa identity.

*Encourage creative, contextual and high-quality development Downtown.*

- Look for solutions for vacant buildings and ways to work with property owners.
- Promote new developments that give back to the community with public art or open space/plazas.
- Consider construction impacts in new developments
- Regulate new development pricing to be affordable to different income levels.
- Building height could increase as long as there is a great design associated with new developments (some groups said 4-5 stories highest in core areas; one group said 7-story mixed-use may be OK).
- When determining building heights consider design, context/location and evaluate site by site.
- Study the impacts that new developments could have on the views to the Napa River, hills and other architecture, and preserving public access to the river, Napa Creek and open spaces.
- Balance nature and new development heights; perform shadow studies.
- Focus retail commercial on First and Main Streets.
- Convey benefits of new development.
- There are other great urban examples that could be used to shape Downtown Napa like Santa Ana Art's District, Windsor, the Groove in L.A, Santa Barbara and San Antonio.
- Consider a tasteful electronic marquee for advertising

*Support a wider mix of uses Downtown.*

- Increase the amount of housing Downtown including housing for seniors.
- Provide incentives for housing downtown.
- Encourage more entertainment, hotels and restaurants.
- Provide a mix of uses that encourages pedestrian traffic.
- Should be a city commitment for ground floor retail in some areas

- Copia has the potential to be redeveloped in different ways. It could have be a Civic District -- City and County offices all in one site. It could be a community gathering place with a range of joint programs.
- Relocate the jail
- Include more art theaters Downtown.
- Modify regulations around live entertainment in Downtown.
- Encourage outdoor dining.
- Identify other areas of town for other activities; Downtown doesn't need to fulfill all community needs.
- Allow a creative mix of uses within Downtown.
- Integrate live-work options with Downtown.
- Develop more stores and shops.
- Change size of retail area; make it smaller/focused.
- Increase live-work developments and promote the creation of an art district in the Downtown.
- Provide a strategy for public buildings
- 24 hour uses!
- Provide a centralized meeting hall for community service organizations
- Create service and infrastructure to support the local community particularly seniors and young families.

*Consider distinctive districts*

- The Oxbow has created its own commercial node
- Building heights should vary based on their context with higher heights in core area(s)
- Use mixes could vary depending on location

*Take advantage of the Napa River.*

- Make better use of River by promoting outdoor activities like kayaking tours, boat docks and interpretive areas for closer contact with nature.
- Create a connected Riverwalk from north to south and to other trails, parks
- The Flood Project provides opportunities for more water-oriented development.

*Plan and design for a Downtown that appeals to a range of people – all ages, locals and visitors.*

- Attract more people!
- Attract more locals to Downtown by offering activity and retail.
- Sponsor more activities for kids like a pottery shop and family events.
- Promote family-friendly restaurants and activities.
- Offer more places with youth activities for teenagers and kids.
- Create a Downtown core that is very attractive to tourists, but not exclusive for them.
- Promote a variety of activities for tourists—in addition to tasting rooms—like art, shopping and restaurants.
- Increase safety

### *Improve Downtown's circulation, connectivity and parking*

#### *Circulation:*

- The access into Downtown from Highway 29 needs to be reevaluated since it is confusing for visitors. First Street should be an access street instead than an exit street through to the Oxbow.
- Focus efforts on Highway 29 gateway access to Downtown instead of Soscol Avenue; Soscol Avenue as an entry and gateway does not reflect the Napa character.
- Improve circulation patterns inside of Downtown. One-way streets are too confusing.
- Make Downtown more inviting to walk around.
- Bike infrastructure, connected trails and racks need to be improved to increase bike use and touring.
- Create a Downtown environment that is walkable and bikeable by increasing its connections to nearby neighborhoods and districts.
- Create a Downtown that is more focused on pedestrian circulation; less on cars.
- Promote climate change-friendly policies that are not car-centric.
- Promote alternatives to individual car use, such as taxis / car share.
- Modify traffic patterns in order to support a more vibrant Downtown life.
- Downtown Napa should be interconnected and planned out in relationship with other centers; it does not have to meet all needs of the City.
- Strengthen the connection between Downtown and Oxbow district.
- Rethink the Downtown trolley system and look for ways to make it successful.

#### *Parking:*

- Create a transportation network where tourists could park in Downtown and never drive again in the valley.
- Create a parking network that allows people to park in one place and then walk around downtown.
- Create a good systems between parking and walking.
- Search best locations to accommodate new parking.
- Re-evaluate Downtown parking requirements. Parking requirements for restaurants need to be lower.
- Underground parking helps prevent congestion.
- Increase safety and security of parking.
- Explore options that include parking outside of downtown and walking in.
- Create better signage and wayfinding through Downtown.

#### *Create a comprehensive and community-supported final plan document.*

- Draft a plan that reflects and honors this community.
- Set project goals for short, intermediate and long term.
- Create a final plan document that ties a vision with implementation.
- Combine all stakeholders and community support to achieve a strong vision.
- Ensure that the City and community work together in this process.
- Integrate different planning processes.
- Need new creative regulations.
- Standards and guidelines should support reuse of vacant buildings.

## G. Outreach Ideas

- Work with students at New Tech High School to participate in the planning process for school credit.
- Outreach to the *twentysomething* crowd at Napa Valley College.
- Meet with “2nd Wednesday” and Leadership Lunch (June).
- Work with local service clubs.
- Outreach to schools (to reach parents) and other venues of people who don’t usually shop Downtown.
- Get on Facebook!
- Get kids involved.

## Appendix E: Community Web-Based Survey Results

In order to reach both a wide variety and large number of people, additional outreach efforts have been designed as part of this planning process. A project website – [www.downtownnapaspecificplan.org](http://www.downtownnapaspecificplan.org) – serves as a publically-accessible library of project materials, meeting summaries and upcoming event announcements. Two web-based surveys will be featured on the website during the project to solicit input from community members.

The first web-based survey was conducted in April and May 2009. This first web-based survey focused on the perception of the strengths and challenges of the Planning Area. Over 900 people took part in the survey, which was available in both English and Spanish. A full summary of the results of this survey are included in this section.

### Key Findings

- Over 40% of respondents have lived in Napa for 15 years or more. The second largest group has lived in Napa for 4-9 years. The majority of respondents were ages 35 or above.
- Overall, the survey results suggest that many people visit Downtown to dine, and to a lesser extent to shop, see a movie, play, and visit the bank, and library.
- Residents value community events and spaces that are family-friendly.
- The Oxbow Market and the riverside promenade are popular spots for people visiting Downtown.
- Many people feel that shopping could be greatly improved by having a greater variety of commercial activity Downtown.
- Many respondents found that a lack of entertainment/nightlife and short retail hours contribute to the lack of Downtown visitors in the evening.
- The large number of vacant storefronts is a significant concern.
- There is a clear indication that residents would like to see more uses that have the locals in mind, e.g. a stronger balance between local-serving and visitor-serving businesses.

The responses have been organized into the following four categories:

1. Overall Survey Summary
2. Detailed Breakdown of Ranked Responses
3. Detailed Breakdown of Question #14 – Uses for Copia
4. Transcript of Open-Ended Responses

# Downtown Napa Specific Plan Web-Based Visioning Survey Results

## Overall Survey Summary

(Survey responses: 916 responses, 107 not completely filled out. completed in English, 2 completed in Spanish.)

914

### 1. How long have you lived in the City of Napa?

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Over 15 years (D)	369	40.28%
10-15 years (C)	115	12.55%
4-9 years (B)	189	20.63%
3 years or less (A)	105	11.46%
I do not live in the City of Napa (E)	118	12.88%
Total Answers	896	97.8%

### 2. What is your age?

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
75 and over (H)	16	1.75%
65-74 (G)	55	6.00%
55-64 (F)	194	21.18%
45-54 (E)	238	25.98%
35-44 (D)	197	21.51%
25-34 (C)	161	17.58%
18-24 (B)	26	2.84%
Less than 18 (A)	5	0.55%
Total Answers	627	68.4%

### 3. Female or Male?

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Female (A)	542	59.17%
Male (B)	349	38.10%
Total Answers	891	97.3%

### 4a. How often do you come Downtown?

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Daily (A)	374	40.83%
Weekly (B)	360	39.30%
Monthly (C)	107	11.68%
Seldom (D)	52	5.68%
Total Answers	893	97.5%

4b. If you visit Downtown Napa seldom or monthly, please complete the following statement: "I would visit Downtown Napa more if...." Please select your top 3 choices.

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
There were more places to go (C)	397	43.34%
Other	191	20.85%
Downtown was cleaner and more attractive (D)	178	19.43%
I knew more about upcoming events (H)	144	15.72%
I had more time (A)	102	11.14%
I felt safer (B)	34	3.71%

Downtown was closer or more convenient to my	32	3.49%
Public transportation was more convenient (G)	26	2.84%
I had a car (F)	1	0.11%
Total Answers	1105	n/a

**5. What do you do when you visit downtown Napa? Please check all that**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Eat at restaurants for <i>dinner</i> (D)	665	72.60%
Eat at restaurants for <i>lunch</i> (C)	554	60.48%
Go to movie theater, Opera House, Jarvis	546	59.61%
Shop (F)	510	55.68%
Go to special events (E)	472	51.53%
Work (A)	321	35.04%
Eat at restaurants for <i>breakfast</i> (B)	274	29.91%
Enjoy the parks or plazas with friends/family (K)	230	25.11%
Go to nail or hair salons, shoe repair or similar	214	23.36%
Other	137	14.96%
Exercise (indoors) (I)	105	11.46%
Exercise (outdoors) (J)	70	7.64%
Attend church (H)	51	5.57%
Total Answers	4149	n/a

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice. For complete responses to this question, please see "rankings" worksheet.**

<b>Answer</b>	<b>Ranked #1</b>	<b>Ranked #2</b>	<b>Ranked #3</b>	<b># of times in top 3</b>
Restaurants (K)	259	162	108	529
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	192	106	70	368
No answer	84	96	113	293
Historic buildings (B)	79	81	44	204
New walkway along the river (D)	67	102	108	277
Convenient to my house (S)	46	30	32	108
Easy to walk or bicycle around (H)	32	48	57	137
Other retail stores (clothing, shoes, toys, gifts,	21	39	55	115
Design of new buildings (C)	20	30	53	103
Entertainment (M)	15	37	41	93
Variety of places to go at one time (R)	13	34	18	65
Easy to drive to (I)	13	25	23	61
Stores providing daily goods such as grocery and	13	24	31	68
Easy to park (J)	12	16	23	51
Convenient city or county offices (G)	11	18	29	58
Veteran's Park (E)	9	19	41	69
Plazas and open spaces (F)	8	18	32	58
Nightlife (L)	8	10	14	32
Local services such as nail salons, cleaners,	7	17	18	42
Churches or other places of worship (Q)	7	4	6	17

**7. What places do you like best in Downtown Napa? Please check all that**

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Oxbow Public Market (A)	645	70.35%
New walkway along the River (D)	576	62.80%
Napa Mill (C)	491	53.61%
Opera House (B)	440	48.14%
Napa River (L)	316	34.57%
Library (I)	315	34.46%
A particular business (J)	307	33.48%
New bridges (M)	289	31.51%
Veteran's Park (F)	273	29.76%
CineDome Theater (O)	250	27.24%
Napa Town Center (E)	213	23.19%
Post Office (H)	189	20.57%
New parking garage (N)	160	17.51%
Other	91	9.96%
A particular building (K)	58	6.35%
Skate Park (G)	40	4.38%
<b>Total Answers</b>	<b>4653</b>	<b>n/a</b>

**8. Please rank your top 5 places. The first item you click on should be your first choice. For complete responses to this question, please see "rankings" worksheet.**

<i>Answer</i>	<i>Ranked #1</i>	<i>Ranked #2</i>	<i>Ranked #3</i>	<i># of times in top 3</i>
Oxbow Public Market (A)	309	164	77	<b>550</b>
New walkway along the River (D)	101	108	148	<b>357</b>
Napa Mill (C)	64	137	113	<b>314</b>
<i>No answer</i>	89	102	114	<b>305</b>
Opera House (B)	69	90	84	<b>243</b>
A particular business (J)	91	56	74	<b>221</b>
Library (I)	49	55	49	<b>153</b>
CineDome Theater (O)	43	46	52	<b>141</b>
Napa Town Center (E)	45	35	53	<b>133</b>
Napa River (L)	19	33	54	<b>106</b>
Veteran's Park (F)	11	39	49	<b>99</b>
Post Office (H)	12	17	21	<b>50</b>
Napa bridges (M)	3	15	20	<b>38</b>
A particular building (K)	6	9	2	<b>17</b>
New parking garage (N)	2	9	6	<b>17</b>
Skate Park (G)	1	1	2	<b>4</b>

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice. For complete responses to this question, please see "rankings" worksheet.**

<i>Answer</i>	<i>Ranked #1</i>	<i>Ranked #2</i>	<i>Ranked #3</i>	<i># of times in top 3</i>
Not enough shopping choices (G)	101	149	118	<b>368</b>
Vacant buildings (K)	148	122	83	<b>353</b>
Not enough night time activities and	175	91	66	<b>332</b>
<i>No answer</i>	94	110	125	<b>329</b>
Lack of evening shopping (H)	28	70	97	<b>195</b>
Not enough affordable stores (E)	54	61	47	<b>162</b>
Not enough higher-end stores (F)	34	62	48	<b>144</b>

Not enough parking or inconvenient parking (A)	93	26	21	<b>140</b>
Unattractive or messy (L)	22	47	48	<b>117</b>
Not enough affordable restaurants (I)	17	43	55	<b>115</b>
Poor condition of streets and sidewalks (M)	24	20	46	<b>90</b>
Not family-friendly (C)	32	21	17	<b>70</b>
Hard to drive into, out of or around Downtown	34	10	24	<b>68</b>
Lack of landscaping and street trees, benches	5	14	27	<b>46</b>
Lack of daytime activities and entertainment (N)	7	12	25	<b>44</b>
Not enough dining choices (J)	4	13	24	<b>41</b>
Traffic congestion (P)	5	20	14	<b>39</b>
Not enough bike lanes, paths or facilities (S)	13	13	12	<b>38</b>
Doesn't feel safe (B)	18	7	9	<b>34</b>
Design of new buildings (T)	7	3	7	<b>17</b>
Hard to get to by bus (R)	1	2	3	<b>6</b>

**10. What, if any, changes do you want to see happen Downtown in terms of activities, amenities or uses? Please check all that apply.**

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Newer or better movie theater (B)	580	63.32%
More live music, nightclubs, dancing (A)	509	55.57%
Preserve historic buildings (I)	500	54.59%
More small plazas, outdoor seating or eating	496	54.15%
More evening shopping (N)	480	52.40%
Redo the Napa Town Center (O)	448	48.91%
More one-of-a-kind shops (J)	428	46.72%
More regional or national retail shops (K)	396	43.23%
More public art (F)	323	35.26%
More daily retail shops such as grocery stores,	302	32.97%
More parks and large public plazas (D)	269	29.37%
More housing in Downtown (H)	211	23.03%
Improve signs to help locate businesses (P)	174	19.00%
More interesting and varied architecture (C)	142	15.50%
More security (G)	143	15.61%
Other	135	14.74%
More local services such as nail salons, cleaners	46	5.03%
<b>Total Answers</b>	<b>5582</b>	<b>n/a</b>

**11. Please rank your top 5 changes. The first item you click on should be your first choice.**

<i>Answer</i>	<i>Ranked #1</i>	<i>Ranked #2</i>	<i>Ranked #3</i>	<i># of times in top 3</i>
<i>No answer</i>	111	115	126	352
Newer or better movie theater (B)	136	119	70	<b>325</b>
More live music, nightclubs, dancing (A)	190	73	48	<b>311</b>
More small plazas, outdoor seating or eating	62	103	113	<b>278</b>
More regional or national retail shops (K)	85	84	59	<b>228</b>
More one-of-a-kind shops (J)	51	76	78	<b>205</b>
Preserve historic buildings (I)	58	51	83	<b>192</b>
Redo the Napa Town Center (O)	65	50	64	<b>179</b>
More evening shopping (N)	35	60	68	<b>163</b>
More parks and large public plazas (D)	32	39	47	<b>118</b>
More daily retail shops such as grocery stores,	23	44	39	<b>106</b>
More public art (F)	10	38	51	<b>99</b>

More housing in Downtown (H)	29	26	25	<b>80</b>
More security (G)	16	17	18	<b>51</b>
More interesting and varied architecture (C)	5	10	13	<b>28</b>
Improve signs to help locate businesses (P)	8	8	10	<b>26</b>
More local services such as nail salons, cleaners	0	3	4	<b>7</b>

**12. What, if any, transportation changes do you want to see happen Downtown? Please check all that apply.**

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Improve sidewalks, street trees, benches, connections for pleasant walking (A)	574	62.66%
Enhance bicycling opportunities (B)	305	33.30%
Improve street conditions (C)	354	38.65%
Reduce one way streets (D)	303	33.08%
Make it easier to drive to and around Downtown	315	34.39%
Add new street connections (F)	100	10.92%
Increase bus connections to Downtown (G)	75	8.19%
Make it easier to park (H)	295	32.21%
Make it harder to park (to encourage parking once and walking around, or using other ways to	86	9.39%
<b>Total Answers</b>	<b>2407</b>	<b>n/a</b>

**13. Please rank your top 3 changes. For complete responses to this question, please see "rankings" worksheet.**

<i>Answer</i>	<i>Ranked #1</i>	<i>Ranked #2</i>	<i>Ranked #3</i>	<i># of times in top 3</i>
<i>No answer</i>	141	178	246	565
Improve sidewalks, street trees, benches, connections for pleasant walking (A)	275	164	125	<b>564</b>
Improve street conditions (C)	93	153	119	<b>365</b>
Reduce one way streets (D)	143	72	69	<b>284</b>
Make it easier to drive to and around Downtown	57	119	98	<b>274</b>
Enhance bicycling opportunities (B)	88	102	75	<b>265</b>
Make it easier to park (H)	89	69	89	<b>247</b>
Make it harder to park (to encourage parking once and walking around, or using other ways to	15	27	32	<b>74</b>
Add new street connections (F)	7	19	32	<b>58</b>
Increase bus connections to Downtown (G)	8	13	30	<b>51</b>

**14. Briefly, what are your ideas for creative, viable uses on the Copia site?**

<i>Answer</i>	<i>Count</i>	<i>Percentage</i>
Answer	673	73.47%
No answer	243	26.53%
Arts and entertainment/ retail/ mixed uses	1	n/a
Community center and family-oriented uses	1	n/a
Food and wine	1	n/a
Convention center for businesses and visitors	1	n/a
Community arts and education/ not-for-profit	1	n/a
Parks, gardens and open space	1	n/a
Other comments	1	n/a
Office, civic buildings, civic administration	1	n/a
Sports and recreation	1	n/a

## **Downtown Napa Specific Plan Web-Based Visioning Survey Results**

### **Detailed Breakdown of Ranked Responses**

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 1]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	192	20.96%
Historic buildings (B)	79	8.62%
Design of new buildings (C)	20	2.18%
New walkway along the river (D)	67	7.31%
Veteran's Park (E)	9	0.98%
Plazas and open spaces (F)	8	0.87%
Convenient city or county offices (G)	11	1.20%
Easy to walk or bicycle around (H)	32	3.49%
Easy to drive to (I)	13	1.42%
Easy to park (J)	12	1.31%
Restaurants (K)	259	28.28%
Nightlife (L)	8	0.87%
Entertainment (M)	15	1.64%
Stores providing daily goods such as grocery and hardware stores (N)	13	1.42%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	21	2.29%
Local services such as nail salons, cleaners, banks (P)	7	0.76%
Churches or other places of worship (Q)	7	0.76%
Variety of places to go at one time (R)	13	1.42%
Convenient to my house (S)	46	5.02%
Non completed	84	9.17%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 2]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	106	11.57%
Historic buildings (B)	81	8.84%
Design of new buildings (C)	30	3.28%
New walkway along the river (D)	102	11.14%
Veteran's Park (E)	19	2.07%
Plazas and open spaces (F)	18	1.97%
Convenient city or county offices (G)	18	1.97%
Easy to walk or bicycle around (H)	48	5.24%
Easy to drive to (I)	25	2.73%
Easy to park (J)	16	1.75%
Restaurants (K)	162	17.69%
Nightlife (L)	10	1.09%
Entertainment (M)	37	4.04%
Stores providing daily goods such as grocery and hardware stores (N)	24	2.62%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	39	4.26%
Local services such as nail salons, cleaners, banks (P)	17	1.86%
Churches or other places of worship (Q)	4	0.44%
Variety of places to go at one time (R)	34	3.71%

Convenient to my house (S)	30	3.28%
Non completed	96	10.48%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 3]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	70	7.64%
Historic buildings (B)	44	4.80%
Design of new buildings (C)	53	5.79%
New walkway along the river (D)	108	11.79%
Veteran's Park (E)	41	4.48%
Plazas and open spaces (F)	32	3.49%
Convenient city or county offices (G)	29	3.17%
Easy to walk or bicycle around (H)	57	6.22%
Easy to drive to (I)	23	2.51%
Easy to park (J)	23	2.51%
Restaurants (K)	108	11.79%
Nightlife (L)	14	1.53%
Entertainment (M)	41	4.48%
Stores providing daily goods such as grocery and hardware stores (N)	31	3.38%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	55	6.00%
Local services such as nail salons, cleaners, banks (P)	18	1.97%
Churches or other places of worship (Q)	6	0.66%
Variety of places to go at one time (R)	18	1.97%
Convenient to my house (S)	32	3.49%
Non completed	113	12.34%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 4]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	61	6.66%
Historic buildings (B)	45	4.91%
Design of new buildings (C)	33	3.60%
New walkway along the river (D)	92	10.04%
Veteran's Park (E)	50	5.46%
Plazas and open spaces (F)	39	4.26%
Convenient city or county offices (G)	36	3.93%
Easy to walk or bicycle around (H)	52	5.68%
Easy to drive to (I)	39	4.26%
Easy to park (J)	22	2.40%
Restaurants (K)	67	7.31%
Nightlife (L)	16	1.75%
Entertainment (M)	47	5.13%
Stores providing daily goods such as grocery and hardware stores (N)	17	1.86%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	54	5.90%
Local services such as nail salons, cleaners, banks (P)	23	2.51%
Churches or other places of worship (Q)	2	0.22%
Variety of places to go at one time (R)	34	3.71%

Convenient to my house (S)	38	4.15%
Non completed	149	16.27%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 5]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	52	5.68%
Historic buildings (B)	56	6.11%
Design of new buildings (C)	32	3.49%
New walkway along the river (D)	75	8.19%
Veteran's Park (E)	47	5.13%
Plazas and open spaces (F)	41	4.48%
Convenient city or county offices (G)	32	3.49%
Easy to walk or bicycle around (H)	46	5.02%
Easy to drive to (I)	40	4.37%
Easy to park (J)	31	3.38%
Restaurants (K)	58	6.33%
Nightlife (L)	25	2.73%
Entertainment (M)	34	3.71%
Stores providing daily goods such as grocery and hardware stores (N)	24	2.62%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	38	4.15%
Local services such as nail salons, cleaners, banks (P)	39	4.26%
Churches or other places of worship (Q)	6	0.66%
Variety of places to go at one time (R)	35	3.82%
Convenient to my house (S)	24	2.62%
Non completed	181	19.76%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 6]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	48	5.24%
Historic buildings (B)	51	5.57%
Design of new buildings (C)	39	4.26%
New walkway along the river (D)	57	6.22%
Veteran's Park (E)	49	5.35%
Plazas and open spaces (F)	54	5.90%
Convenient city or county offices (G)	28	3.06%
Easy to walk or bicycle around (H)	48	5.24%
Easy to drive to (I)	38	4.15%
Easy to park (J)	36	3.93%
Restaurants (K)	28	3.06%
Nightlife (L)	16	1.75%
Entertainment (M)	44	4.80%
Stores providing daily goods such as grocery and hardware stores (N)	20	2.18%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	50	5.46%
Local services such as nail salons, cleaners, banks (P)	22	2.40%
Churches or other places of worship (Q)	6	0.66%
Variety of places to go at one time (R)	31	3.38%

Convenient to my house (S)	31	3.38%
Non completed	220	24.02%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 7]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	31	3.38%
Historic buildings (B)	43	4.69%
Design of new buildings (C)	26	2.84%
New walkway along the river (D)	37	4.04%
Veteran's Park (E)	53	5.79%
Plazas and open spaces (F)	52	5.68%
Convenient city or county offices (G)	35	3.82%
Easy to walk or bicycle around (H)	45	4.91%
Easy to drive to (I)	49	5.35%
Easy to park (J)	35	3.82%
Restaurants (K)	25	2.73%
Nightlife (L)	18	1.97%
Entertainment (M)	35	3.82%
Stores providing daily goods such as grocery and hardware stores (N)	19	2.07%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	51	5.57%
Local services such as nail salons, cleaners, banks (P)	26	2.84%
Churches or other places of worship (Q)	7	0.76%
Variety of places to go at one time (R)	49	5.35%
Convenient to my house (S)	22	2.40%
Non completed	258	28.17%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 8]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	29	3.17%
Historic buildings (B)	32	3.50%
Design of new buildings (C)	37	4.05%
New walkway along the river (D)	28	2.95%
Veteran's Park (E)	45	4.92%
Plazas and open spaces (F)	48	5.25%
Convenient city or county offices (G)	35	3.83%
Easy to walk or bicycle around (H)	34	3.72%
Easy to drive to (I)	37	3.94%
Easy to park (J)	49	5.36%
Restaurants (K)	22	2.41%
Nightlife (L)	21	2.30%
Entertainment (M)	43	4.70%
Stores providing daily goods such as grocery and hardware stores (N)	16	1.75%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	44	4.81%
Local services such as nail salons, cleaners, banks (P)	20	2.19%
Churches or other places of worship (Q)	4	0.44%
Variety of places to go at one time (R)	44	4.81%

Convenient to my house (S)	36	3.94%
Non completed	292	31.95%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 9]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	31	3.38%
Historic buildings (B)	38	4.15%
Design of new buildings (C)	34	3.71%
New walkway along the river (D)	26	2.84%
Veteran's Park (E)	24	2.62%
Plazas and open spaces (F)	50	5.46%
Convenient city or county offices (G)	26	2.84%
Easy to walk or bicycle around (H)	36	3.93%
Easy to drive to (I)	33	3.60%
Easy to park (J)	37	4.04%
Restaurants (K)	17	1.86%
Nightlife (L)	26	2.84%
Entertainment (M)	33	3.60%
Stores providing daily goods such as grocery and hardware stores (N)	30	3.28%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	41	4.48%
Local services such as nail salons, cleaners, banks (P)	31	3.38%
Churches or other places of worship (Q)	12	1.31%
Variety of places to go at one time (R)	47	5.13%
Convenient to my house (S)	23	2.51%
Non completed	321	35.04%

**6. What do you like best about Downtown Napa? Please rank your "top ten" with 1 being what you like best. The first item you click on should be your first choice.[Ranking 10]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Events such as the Chef's Market, River Festival, Wine & Crafts Faire (A)	22	2.40%
Historic buildings (B)	34	3.71%
Design of new buildings (C)	34	3.71%
New walkway along the river (D)	25	2.73%
Veteran's Park (E)	33	3.60%
Plazas and open spaces (F)	51	5.57%
Convenient city or county offices (G)	31	3.38%
Easy to walk or bicycle around (H)	30	3.28%
Easy to drive to (I)	42	4.59%
Easy to park (J)	32	3.49%
Restaurants (K)	8	0.87%
Nightlife (L)	26	2.84%
Entertainment (M)	38	4.15%
Stores providing daily goods such as grocery and hardware stores (N)	28	3.06%
Other retail stores (clothing, shoes, toys, gifts, etc.) (O)	34	3.71%
Local services such as nail salons, cleaners, banks (P)	32	3.49%
Churches or other places of worship (Q)	7	0.76%
Variety of places to go at one time (R)	39	4.26%

Convenient to my house (S)	31	3.38%
Non completed	339	37.01%

**8. Please rank your top 5 places. The first item you click on should be your first choice. [Ranking 1]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Oxbow Public Market (A)	309	33.73%
Opera House (B)	69	7.53%
Napa Mill (C)	64	6.99%
New walkway along the River (D)	101	11.03%
Napa Town Center (E)	45	4.91%
Veteran's Park (F)	11	1.20%
Skate Park (G)	1	0.11%
Post Office (H)	12	1.31%
Library (I)	49	5.35%
A particular business (J)	91	9.93%
A particular building (K)	6	0.66%
Napa River (L)	19	2.07%
Napa bridges (M)	3	0.33%
New parking garage (N)	2	0.22%
CineDome Theater (O)	43	4.69%
Non completed	89	9.72%

**8. Please rank your top 5 places. The first item you click on should be your first choice. [Ranking 2]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Oxbow Public Market (A)	164	17.90%
Opera House (B)	90	9.83%
Napa Mill (C)	137	14.96%
New walkway along the River (D)	108	11.79%
Napa Town Center (E)	35	3.82%
Veteran's Park (F)	39	4.26%
Skate Park (G)	1	0.11%
Post Office (H)	17	1.86%
Library (I)	55	6.00%
A particular business (J)	56	6.11%
A particular building (K)	9	0.98%
Napa River (L)	33	3.60%
Napa bridges (M)	15	1.64%
New parking garage (N)	9	0.98%
CineDome Theater (O)	46	5.02%
Non completed	102	11.14%

**8. Please rank your top 5 places. The first item you click on should be your first choice. [Ranking 3]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Oxbow Public Market (A)	77	8.41%
Opera House (B)	84	9.17%
Napa Mill (C)	113	12.34%
New walkway along the River (D)	148	16.16%
Napa Town Center (E)	53	5.79%

Veteran's Park (F)	49	5.35%
Skate Park (G)	2	0.22%
Post Office (H)	21	2.29%
Library (I)	49	5.35%
A particular business (J)	74	8.08%
A particular building (K)	2	0.22%
Napa River (L)	54	5.90%
Napa bridges (M)	20	2.18%
New parking garage (N)	6	0.66%
CineDome Theater (O)	52	5.68%
Non completed	114	12.45%

**8. Please rank your top 5 places. The first item you click on should be your first choice. [Ranking 4]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Oxbow Public Market (A)	64	6.99%
Opera House (B)	76	8.30%
Napa Mill (C)	102	11.14%
New walkway along the River (D)	102	11.14%
Napa Town Center (E)	50	5.46%
Veteran's Park (F)	44	4.80%
Skate Park (G)	10	1.09%
Post Office (H)	35	3.82%
Library (I)	55	6.00%
A particular business (J)	60	6.55%
A particular building (K)	7	0.76%
Napa River (L)	64	6.99%
Napa bridges (M)	40	4.37%
New parking garage (N)	21	2.29%
CineDome Theater (O)	36	3.93%
Non completed	150	16.38%

**8. Please rank your top 5 places. The first item you click on should be your first choice. [Ranking 5]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Oxbow Public Market (A)	32	3.49%
Opera House (B)	68	7.42%
Napa Mill (C)	66	7.21%
New walkway along the River (D)	79	8.62%
Napa Town Center (E)	46	5.02%
Veteran's Park (F)	65	7.10%
Skate Park (G)	4	0.44%
Post Office (H)	25	2.73%
Library (I)	63	6.88%
A particular business (J)	50	5.46%
A particular building (K)	17	1.86%
Napa River (L)	64	6.99%
Napa bridges (M)	59	6.44%
New parking garage (N)	28	3.06%
CineDome Theater (O)	48	5.24%

Non completed	202	22.05%
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**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 1]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	93	10.15%
Doesn't feel safe (B)	18	1.97%
Not family-friendly (C)	32	3.49%
Not enough night time activities and entertainment (D)	175	19.10%
Not enough affordable stores (E)	54	5.90%
Not enough higher-end stores (F)	34	3.71%
Not enough shopping choices (G)	101	11.03%
Lack of evening shopping (H)	28	3.06%
Not enough affordable restaurants (I)	17	1.86%
Not enough dining choices (J)	4	0.44%
Vacant buildings (K)	148	16.16%
Unattractive or messy (L)	22	2.40%
Poor condition of streets and sidewalks (M)	24	2.62%
Lack of daytime activities and entertainment (N)	7	0.76%
Lack of landscaping and street trees, benches (O)	5	0.55%
Traffic congestion (P)	5	0.55%
Hard to drive into, out of or around Downtown (Q)	34	3.71%
Hard to get to by bus (R)	1	0.11%
Not enough bike lanes, paths or facilities (S)	13	1.42%
Design of new buildings (T)	7	0.76%
Non completed	94	10.26%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 2]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	26	2.84%
Doesn't feel safe (B)	7	0.76%
Not family-friendly (C)	21	2.29%
Not enough night time activities and entertainment (D)	91	9.93%
Not enough affordable stores (E)	61	6.66%
Not enough higher-end stores (F)	62	6.77%
Not enough shopping choices (G)	149	16.27%
Lack of evening shopping (H)	70	7.64%
Not enough affordable restaurants (I)	43	4.69%
Not enough dining choices (J)	13	1.42%
Vacant buildings (K)	122	13.32%
Unattractive or messy (L)	47	5.13%
Poor condition of streets and sidewalks (M)	20	2.18%
Lack of daytime activities and entertainment (N)	12	1.31%
Lack of landscaping and street trees, benches (O)	14	1.53%
Traffic congestion (P)	20	2.18%
Hard to drive into, out of or around Downtown (Q)	10	1.09%
Hard to get to by bus (R)	2	0.22%

Not enough bike lanes, paths or facilities (S)	13	1.42%
Design of new buildings (T)	3	0.33%
Non completed	110	12.01%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 3]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	21	2.29%
Doesn't feel safe (B)	9	0.98%
Not family-friendly (C)	17	1.86%
Not enough night time activities and entertainment (D)	66	7.21%
Not enough affordable stores (E)	47	5.13%
Not enough higher-end stores (F)	48	5.24%
Not enough shopping choices (G)	118	12.88%
Lack of evening shopping (H)	97	10.59%
Not enough affordable restaurants (I)	55	6.00%
Not enough dining choices (J)	24	2.62%
Vacant buildings (K)	83	9.06%
Unattractive or messy (L)	48	5.24%
Poor condition of streets and sidewalks (M)	46	5.02%
Lack of daytime activities and entertainment (N)	25	2.73%
Lack of landscaping and street trees, benches (O)	27	2.95%
Traffic congestion (P)	14	1.53%
Hard to drive into, out of or around Downtown (Q)	24	2.62%
Hard to get to by bus (R)	3	0.33%
Not enough bike lanes, paths or facilities (S)	12	1.31%
Design of new buildings (T)	7	0.76%
Non completed	125	13.65%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 4]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	22	2.40%
Doesn't feel safe (B)	14	1.53%
Not family-friendly (C)	17	1.86%
Not enough night time activities and entertainment (D)	37	4.04%
Not enough affordable stores (E)	64	6.99%
Not enough higher-end stores (F)	33	3.60%
Not enough shopping choices (G)	74	8.08%
Lack of evening shopping (H)	67	7.31%
Not enough affordable restaurants (I)	63	6.88%
Not enough dining choices (J)	27	2.95%
Vacant buildings (K)	95	10.37%
Unattractive or messy (L)	44	4.80%
Poor condition of streets and sidewalks (M)	42	4.59%
Lack of daytime activities and entertainment (N)	49	5.35%
Lack of landscaping and street trees, benches (O)	38	4.15%
Traffic congestion (P)	15	1.64%
Hard to drive into, out of or around Downtown (Q)	21	2.29%

Hard to get to by bus (R)	1	0.11%
Not enough bike lanes, paths or facilities (S)	22	2.40%
Design of new buildings (T)	6	0.66%
Non completed	165	18.01%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 5]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	31	3.38%
Doesn't feel safe (B)	10	1.09%
Not family-friendly (C)	32	3.49%
Not enough night time activities and entertainment (D)	43	4.69%
Not enough affordable stores (E)	32	3.49%
Not enough higher-end stores (F)	34	3.71%
Not enough shopping choices (G)	67	7.31%
Lack of evening shopping (H)	70	7.64%
Not enough affordable restaurants (I)	34	3.71%
Not enough dining choices (J)	33	3.60%
Vacant buildings (K)	62	6.77%
Unattractive or messy (L)	42	4.59%
Poor condition of streets and sidewalks (M)	41	4.48%
Lack of daytime activities and entertainment (N)	49	5.35%
Lack of landscaping and street trees, benches (O)	38	4.15%
Traffic congestion (P)	20	2.18%
Hard to drive into, out of or around Downtown (Q)	31	3.38%
Hard to get to by bus (R)	1	0.11%
Not enough bike lanes, paths or facilities (S)	21	2.29%
Design of new buildings (T)	5	0.55%
Non completed	220	24.02%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 6]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	17	1.86%
Doesn't feel safe (B)	12	1.31%
Not family-friendly (C)	24	2.62%
Not enough night time activities and entertainment (D)	36	3.93%
Not enough affordable stores (E)	35	3.82%
Not enough higher-end stores (F)	21	2.29%
Not enough shopping choices (G)	43	4.69%
Lack of evening shopping (H)	46	5.02%
Not enough affordable restaurants (I)	37	4.04%
Not enough dining choices (J)	32	3.49%
Vacant buildings (K)	43	4.69%
Unattractive or messy (L)	47	5.13%
Poor condition of streets and sidewalks (M)	27	2.95%
Lack of daytime activities and entertainment (N)	44	4.80%
Lack of landscaping and street trees, benches (O)	49	5.35%

Traffic congestion (P)	23	2.51%
Hard to drive into, out of or around Downtown (Q)	28	3.06%
Hard to get to by bus (R)	7	0.76%
Not enough bike lanes, paths or facilities (S)	13	1.42%
Design of new buildings (T)	4	0.44%
Non completed	328	35.81%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 7]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	23	2.51%
Doesn't feel safe (B)	7	0.76%
Not family-friendly (C)	16	1.75%
Not enough night time activities and entertainment (D)	35	3.82%
Not enough affordable stores (E)	27	2.95%
Not enough higher-end stores (F)	20	2.18%
Not enough shopping choices (G)	25	2.73%
Lack of evening shopping (H)	41	4.48%
Not enough affordable restaurants (I)	29	3.17%
Not enough dining choices (J)	25	2.73%
Vacant buildings (K)	36	3.93%
Unattractive or messy (L)	39	4.26%
Poor condition of streets and sidewalks (M)	28	3.06%
Lack of daytime activities and entertainment (N)	48	5.24%
Lack of landscaping and street trees, benches (O)	38	4.15%
Traffic congestion (P)	17	1.86%
Hard to drive into, out of or around Downtown (Q)	24	2.62%
Hard to get to by bus (R)	3	0.33%
Not enough bike lanes, paths or facilities (S)	15	1.64%
Design of new buildings (T)	15	1.64%
Non completed	405	44.21%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 8]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	23	2.51%
Doesn't feel safe (B)	14	1.53%
Not family-friendly (C)	12	1.31%
Not enough night time activities and entertainment (D)	26	2.84%
Not enough affordable stores (E)	16	1.75%
Not enough higher-end stores (F)	16	1.75%
Not enough shopping choices (G)	19	2.07%
Lack of evening shopping (H)	36	3.93%
Not enough affordable restaurants (I)	22	2.40%
Not enough dining choices (J)	30	3.28%
Vacant buildings (K)	21	2.29%
Unattractive or messy (L)	33	3.60%
Poor condition of streets and sidewalks (M)	23	2.51%

Lack of daytime activities and entertainment (N)	35	3.82%
Lack of landscaping and street trees, benches (O)	35	3.82%
Traffic congestion (P)	21	2.29%
Hard to drive into, out of or around Downtown (Q)	31	3.38%
Hard to get to by bus (R)	7	0.76%
Not enough bike lanes, paths or facilities (S)	21	2.29%
Design of new buildings (T)	8	0.87%
Non completed	467	50.98%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 9]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	17	1.86%
Doesn't feel safe (B)	9	0.98%
Not family-friendly (C)	14	1.53%
Not enough night time activities and entertainment (D)	15	1.64%
Not enough affordable stores (E)	21	2.29%
Not enough higher-end stores (F)	16	1.75%
Not enough shopping choices (G)	29	3.17%
Lack of evening shopping (H)	22	2.40%
Not enough affordable restaurants (I)	33	3.60%
Not enough dining choices (J)	13	1.42%
Vacant buildings (K)	9	0.98%
Unattractive or messy (L)	25	2.73%
Poor condition of streets and sidewalks (M)	12	1.31%
Lack of daytime activities and entertainment (N)	49	5.35%
Lack of landscaping and street trees, benches (O)	39	4.26%
Traffic congestion (P)	22	2.40%
Hard to drive into, out of or around Downtown (Q)	21	2.29%
Hard to get to by bus (R)	4	0.44%
Not enough bike lanes, paths or facilities (S)	21	2.29%
Design of new buildings (T)	7	0.76%
Non completed	519	56.66%

**9. What don't you like about Downtown Napa? Rank your "top ten" with #1 being what you dislike most. The first item you click on should be your first choice.[Ranking 10]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Not enough parking or inconvenient parking (A)	21	2.29%
Doesn't feel safe (B)	18	1.97%
Not family-friendly (C)	18	1.97%
Not enough night time activities and entertainment (D)	16	1.75%
Not enough affordable stores (E)	20	2.18%
Not enough higher-end stores (F)	16	1.75%
Not enough shopping choices (G)	8	0.87%
Lack of evening shopping (H)	29	3.17%
Not enough affordable restaurants (I)	14	1.53%
Not enough dining choices (J)	24	2.62%
Vacant buildings (K)	17	1.86%

Unattractive or messy (L)	16	1.75%
Poor condition of streets and sidewalks (M)	15	1.64%
Lack of daytime activities and entertainment (N)	34	3.71%
Lack of landscaping and street trees, benches (O)	25	2.73%
Traffic congestion (P)	16	1.75%
Hard to drive into, out of or around Downtown (Q)	21	2.29%
Hard to get to by bus (R)	6	0.66%
Not enough bike lanes, paths or facilities (S)	19	2.07%
Design of new buildings (T)	12	1.31%
Non completed	551	60.15%

**11. Please rank your top 5 changes. The first item you click on should be your first choice.[Ranking 1]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
More live music, nightclubs, dancing (A)	190	20.74%
Newer or better movie theater (B)	136	14.85%
More interesting and varied architecture (C)	5	0.55%
More parks and large public plazas (D)	32	3.49%
More small plazas, outdoor seating or eating places (E)	62	6.77%
More public art (F)	10	1.09%
More security (G)	16	1.75%
More housing in Downtown (H)	29	3.17%
Preserve historic buildings (I)	58	6.33%
More one-of-a-kind shops (J)	51	5.57%
More regional or national retail shops (K)	85	9.28%
More daily retail shops such as grocery stores, drug stores (L)	23	2.51%
More local services such as nail salons, cleaners (M)	0	0.00%
More evening shopping (N)	35	3.82%
Redo the Napa Town Center (O)	65	7.10%
Improve signs to help locate businesses (P)	8	0.87%
Non completed	111	12.12%

**11. Please rank your top 5 changes. The first item you click on should be your first choice.[Ranking 2]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
More live music, nightclubs, dancing (A)	73	7.97%
Newer or better movie theater (B)	119	12.99%
More interesting and varied architecture (C)	10	1.09%
More parks and large public plazas (D)	39	4.26%
More small plazas, outdoor seating or eating places (E)	103	11.24%
More public art (F)	38	4.15%
More security (G)	17	1.86%
More housing in Downtown (H)	26	2.84%
Preserve historic buildings (I)	51	5.57%
More one-of-a-kind shops (J)	76	8.30%
More regional or national retail shops (K)	84	9.17%
More daily retail shops such as grocery stores, drug stores (L)	44	4.80%
More local services such as nail salons, cleaners (M)	3	0.33%
More evening shopping (N)	60	6.55%
Redo the Napa Town Center (O)	50	5.46%

Improve signs to help locate businesses (P)	8	0.87%
Non completed	115	12.55%

**11. Please rank your top 5 changes. The first item you click on should be your first choice.[Ranking 3]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
More live music, nightclubs, dancing (A)	48	5.24%
Newer or better movie theater (B)	70	7.64%
More interesting and varied architecture (C)	13	1.42%
More parks and large public plazas (D)	47	5.13%
More small plazas, outdoor seating or eating places (E)	113	12.34%
More public art (F)	51	5.57%
More security (G)	18	1.97%
More housing in Downtown (H)	25	2.73%
Preserve historic buildings (I)	83	9.06%
More one-of-a-kind shops (J)	78	8.52%
More regional or national retail shops (K)	59	6.44%
More daily retail shops such as grocery stores, drug stores (L)	39	4.26%
More local services such as nail salons, cleaners (M)	4	0.44%
More evening shopping (N)	68	7.42%
Redo the Napa Town Center (O)	64	6.99%
Improve signs to help locate businesses (P)	10	1.09%
Non completed	126	13.76%

**11. Please rank your top 5 changes. The first item you click on should be your first choice.[Ranking 4]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
More live music, nightclubs, dancing (A)	68	7.42%
Newer or better movie theater (B)	74	8.08%
More interesting and varied architecture (C)	17	1.86%
More parks and large public plazas (D)	34	3.71%
More small plazas, outdoor seating or eating places (E)	81	8.84%
More public art (F)	40	4.37%
More security (G)	18	1.97%
More housing in Downtown (H)	31	3.38%
Preserve historic buildings (I)	67	7.31%
More one-of-a-kind shops (J)	59	6.44%
More regional or national retail shops (K)	55	6.00%
More daily retail shops such as grocery stores, drug stores (L)	56	6.11%
More local services such as nail salons, cleaners (M)	4	0.44%
More evening shopping (N)	83	9.06%
Redo the Napa Town Center (O)	58	6.33%
Improve signs to help locate businesses (P)	19	2.07%
Non completed	152	16.59%

**11. Please rank your top 5 changes. The first item you click on should be your first choice.[Ranking 5]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
More live music, nightclubs, dancing (A)	39	4.26%
Newer or better movie theater (B)	70	7.64%
More interesting and varied architecture (C)	19	2.07%

More parks and large public plazas (D)	38	4.15%
More small plazas, outdoor seating or eating places (E)	77	8.41%
More public art (F)	57	6.22%
More security (G)	19	2.07%
More housing in Downtown (H)	23	2.51%
Preserve historic buildings (I)	52	5.68%
More one-of-a-kind shops (J)	61	6.66%
More regional or national retail shops (K)	50	5.46%
More daily retail shops such as grocery stores, drug stores (L)	41	4.48%
More local services such as nail salons, cleaners (M)	11	1.20%
More evening shopping (N)	78	8.52%
Redo the Napa Town Center (O)	58	6.33%
Improve signs to help locate businesses (P)	34	3.71%
Non completed	189	20.63%

**13. Please rank your top 3 changes. The first item you click on should be your first choice.[Ranking 1]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Improve sidewalks, street trees, benches, connections for pleasant walking (A)	275	30.02%
Enhance bicycling opportunities (B)	88	9.61%
Improve street conditions (C)	93	10.15%
Reduce one way streets (D)	143	15.61%
Make it easier to drive to and around Downtown (E)	57	6.22%
Add new street connections (F)	7	0.76%
Increase bus connections to Downtown (G)	8	0.87%
Make it easier to park (H)	89	9.72%
Make it harder to park (to encourage parking once and walking around, or using other ways to get Downtown) (I)	15	1.64%
Non completed	141	15.39%

**13. Please rank your top 3 changes. The first item you click on should be your first choice.[Ranking 2]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Improve sidewalks, street trees, benches, connections for pleasant walking (A)	164	17.90%
Enhance bicycling opportunities (B)	102	11.14%
Improve street conditions (C)	153	16.70%
Reduce one way streets (D)	72	7.86%
Make it easier to drive to and around Downtown (E)	119	12.99%
Add new street connections (F)	19	2.07%
Increase bus connections to Downtown (G)	13	1.42%
Make it easier to park (H)	69	7.53%
Make it harder to park (to encourage parking once and walking around, or using other ways to get Downtown) (I)	27	2.95%
Non completed	178	19.43%

**13. Please rank your top 3 changes. The first item you click on should be your first choice.[Ranking 3]**

<b>Answer</b>	<b>Count</b>	<b>Percentage</b>
Improve sidewalks, street trees, benches, connections for pleasant walking (A)	125	13.65%
Enhance bicycling opportunities (B)	75	8.19%

Improve street conditions (C)	119	12.99%
Reduce one way streets (D)	69	7.53%
Make it easier to drive to and around Downtown (E)	98	10.70%
Add new street connections (F)	32	3.49%
Increase bus connections to Downtown (G)	30	3.28%
Make it easier to park (H)	89	9.72%
Make it harder to park (to encourage parking once and walking around, or using other ways to get Downtown) (I)	32	3.49%
Non completed	246	26.86%

# Downtown Napa Specific Plan Web-Based Visioning Survey Results

## Detailed Breakdown of Question #14 - Uses for Copia

14. Briefly, what are your ideas for creative, viable uses on the Copia site (highlighted in yellow below)?

Number    TOTALS

### **Themes**

Affordable	28
Local serving	59
Mixed Use	2
Public	17

### **Art**

Art Museum/Gallery	34
Art Studios/Art Center	44

**78**

### **Community**

Activity Center	3
Community Center	64
Community Events	24
Community Theatre/Performing Arts Center	61
Family friendly play area/exhibits/exploratorium	59
Senior events	2
Teen Center/youth serving	17

**230**

### **Culture**

Cultural Center	13
museum	38
Vintage Car museum	1

**52**

### **Education**

Community Education Facility	26
Ecology Center/green think tank	9
School - traditional or unique	14
University/College	14

**63**

### **Entertainment Destination**

Amusement Park	1
entertainment center	18
evening entertainment- club	41
Movie theater - independent/art films/Multiplex/IMAX	36
Mini golf	3
Minor League baseball stadium	1
music venue/concerts	67
outdoor events - movies, concerts	46
Wildlife preserve	1
zoo	1

**215**

### **Events**

Chef's Market	4
Farmers Market - year round - grocery store	37
Weddings/special events/proms/fundraising	52

			<b>93</b>
<b>Food</b>			
	Food and Wine education center	50	
	Food Network - TV venue	4	
	Cooking classes/cooking school	40	
	Culinary Institute of America	35	
	tasting room for multiple wineries/wine tasting events	26	
			<b>155</b>
<b>Gardens</b>			
	nature preserve	1	
	Master Gardener program/garden education/demonstration		
	garden/nursery	15	
	Public Garden/Community Garden/Outdoor-env education	100	
			<b>116</b>
<b>Housing</b>			
	Condos with personal gardens	1	
	Homeless shelter	1	
	housing	10	
	Live/Work	2	
			<b>14</b>
<b>Office</b>			
	City Hall/County Govt Center/library	32	
	Multi Use showcase of businesses	10	
	Non-profit co-location/use	11	
	office space - corporate, tech, small business	10	
			<b>63</b>
<b>Recreation</b>			
	Dance center	5	
	Ice Rink/skating rink	15	
	Park	39	
	Public Pool	7	
	Recreation center/sports complex	15	
	River access/related rec facilities	11	
	Walking path/bike path	5	
	Water Park	4	
			<b>101</b>
<b>Shopping/Dining</b>			
	local vendors selling art/crafts/produce etc	10	
	Mall/national retailers/shopping	71	
	Oxbow extension	24	
	Restaurants/café/food court	72	
			<b>177</b>
<b>Visitor Serving</b>			
	Conference/Convention Center	150	
	Hotel	15	
	Retreat center	2	
	Visitors Center/tourist launch point	22	
			<b>189</b>

# Downtown Napa Specific Plan Web-Based Visioning Survey Results

## Detailed Breakdown of Question #14 - Uses for Copia

14. Briefly, what are your ideas for creative, viable uses on the Copia site (highlighted in yellow below)?

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### **Themes**

Affordable	28
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Public	17

### **Art**

Art Museum/Gallery	34
Art Studios/Art Center	44

**78**

### **Community**

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Community Center	64
Community Events	24
Community Theatre/Performing Arts Center	61
Family friendly play area/exhibits/exploratorium	59
Senior events	2
Teen Center/youth serving	17

**230**

### **Culture**

Cultural Center	13
museum	38
Vintage Car museum	1

**52**

### **Education**

Community Education Facility	26
Ecology Center/green think tank	9
School - traditional or unique	14
University/College	14

**63**

### **Entertainment Destination**

Amusement Park	1
entertainment center	18
evening entertainment- club	41
Movie theater - independent/art films/Multiplex/IMAX	36
Mini golf	3
Minor League baseball stadium	1
music venue/concerts	67
outdoor events - movies, concerts	46
Wildlife preserve	1
zoo	1

**215**

### **Events**

Chef's Market	4
Farmers Market - year round - grocery store	37
Weddings/special events/proms/fundraising	52

			<b>93</b>
<b>Food</b>			
	Food and Wine education center	50	
	Food Network - TV venue	4	
	Cooking classes/cooking school	40	
	Culinary Institute of America	35	
	tasting room for multiple wineries/wine tasting events	26	
			<b>155</b>
<b>Gardens</b>			
	nature preserve	1	
	Master Gardener program/garden education/demonstration		
	garden/nursery	15	
	Public Garden/Community Garden/Outdoor-env education	100	
			<b>116</b>
<b>Housing</b>			
	Condos with personal gardens	1	
	Homeless shelter	1	
	housing	10	
	Live/Work	2	
			<b>14</b>
<b>Office</b>			
	City Hall/County Govt Center/library	32	
	Multi Use showcase of businesses	10	
	Non-profit co-location/use	11	
	office space - corporate, tech, small business	10	
			<b>63</b>
<b>Recreation</b>			
	Dance center	5	
	Ice Rink/skating rink	15	
	Park	39	
	Public Pool	7	
	Recreation center/sports complex	15	
	River access/related rec facilities	11	
	Walking path/bike path	5	
	Water Park	4	
			<b>101</b>
<b>Shopping/Dining</b>			
	local vendors selling art/crafts/produce etc	10	
	Mall/national retailers/shopping	71	
	Oxbow extension	24	
	Restaurants/café/food court	72	
			<b>177</b>
<b>Visitor Serving</b>			
	Conference/Convention Center	150	
	Hotel	15	
	Retreat center	2	
	Visitors Center/tourist launch point	22	
			<b>189</b>

## Downtown Napa Specific Plan Web-Based Visioning Survey Results

### Transcript of Open-Ended Responses

4b. If you visit Downtown Napa seldom or monthly, please complete the following statement: "I would visit Downtown Napa more if...." Please select your top 3 choices. Number of times repeated

#### ***Shopping and retail***

National Retailers	9
more variety/better shopping	40
higher end retail	5
affordable retail	2
men's shopping	1
unique boutiques	2
local serving retail	3
current stores targeting a younger population- upscale second hand stores, current cosmetic boutiques	1
coffee shops/cafes	3

#### ***Retail hours***

if things were open later	28
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#### ***Streets and parking***

easier/more parking	21
better street flow	3
traffic	1
Roads were better	2
nicer looking streets	1

#### ***Activities for families and youth***

more interesting community events	3
Movie nights or music in the park	2
Poetry readings, local artist concerts	1
more family friendly places	6
more hang outs for young adults (better night life)	2
more for teens	2

#### ***Community spaces***

there were more places to hang out (shopping, eating, outside eating)	1
more small areas of benches and trees and fountains	3
more community gathering places central to quality shopping and food	1
Green space, preferably in the form of a square adjacent to the Courthouse (doing away with parking lot and County bldg to the	1

#### ***Movies***

better movie theatre	5
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#### ***Affordability***

More economical restaurants, shopping	7
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#### ***Vacancies***

there were fewer vacant commercial spaces	8
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<b><i>Downtown character/ sense of place</i></b>	
if there was a there, there	1
People where living downtown	2
there was more music, art, liveliness	2
If the shopping and restaurant district were tighter--better for foot traffic	1
additional activities outside of shopping. Attractions, art, education, green activites, something interactive, relaxing, etc.	1
<b><i>Restaurants and nightlife</i></b>	
More nightlife	10
More Restaurants w/full bars	2
<b><i>Bike-friendly and bike accessible</i></b>	
Better connection to bike trail by Wine Train tracks.	1
safe bike paths	1
more bike lanes and racks	1
If there were parks and bike paths	1
<b><i>Congestion/ construction</i></b>	
when the construction is over.	3
was more organized as a district to visit	1
<b><i>Events and attractions</i></b>	
more attractions	2
there were exciting events	5
<b><i>Local-serving businesses</i></b>	
more local serving businesses	5
<b><i>Other</i></b>	
Further commitment to enhance and improve	1
If it was more user friendly	1
seasonal visits	1
There were fewer loitering teenagers.	1
public restrooms	1

**5. What do you do when you visit downtown Napa? Please check all that apply.**

<b><i>Public facilities and services</i></b>	
library	23
river walk	1
visit govt. offices	3
Post Office	14
bank	11
professional services	1
visit chamber office	1
kid/family activities	1
grocery, pick up food to go	1
take children to school	6
<b><i>Wine tasting</i></b>	
wine tasting	7
<b><i>Work/ volunteer/ civic engagement</i></b>	
Volunteer	1

Business meetings	10
meetings over coffee	1
Civic/Government/Chamber of Commerce meetings	4
charity meetings	1
<b>Live/ visit friends and family</b>	
Pick-up family member	1
I live here	5
<b>Bars/ nightlife</b>	
Bars/cocktails/drinks with friends	16
<b>Retail stores</b>	
only go to one store	4
More than one store	4
Chef's Market	1
<b>Leisure/ physical activity</b>	
dance/yoga studio	2
walk	8
coffee	1
Napa Running Company group runs	1
Cycling	1
<b>Oxbow and farmers market</b>	
go to Oxbow Market	7
Farmer's Market	5
<b>Art, festivals</b>	
Art Openings	2
attend festivals	1
LOVE Jarvis!	1
museums	2
<b>Other</b>	
to enjoy the small city experience	1
drive through on my way other places	2
Watch the development	1
Nothing. There is nothing to do downtown.	1

**7. What places do you like best in Downtown Napa? Please check all that apply.**

<b>Restaurants</b>	
Restaurants	35
Napa River Inn	1
<b>Specific retail stores/shops</b>	
Chef's Market	16
<b>Specific areas/ districts</b>	
Riverfront/Napa Mill	2
Oxbow	1
Main Street and extended north businesses	2
First Street	1
<b>Historic buildings</b>	4

***New buildings and destinations*** 3

***Parks***

Fuller park 1  
skate board park 1  
plaza 1

***Museums/ theater/ art***

museums 1  
Quent Cordair Fine Art 1  
Jarvis Conservatory 2

***Other***

NOTHING 2  
churches 2  
Blue Oak School 1  
Wells Fargo Bank 1  
seat of govt. 1  
Bilcos 1  
Exertec 1  
American Legion 1

**10. What, if any, changes do you want to see happen Downtown in terms of activities, amenities or uses? Please check all that apply.**

***Streets and pathways***

get rid of one way streets 12  
1st St should go into town, not out 4  
Fewer vacant spaces 1  
Bus service for evening events from St. Helena, Yountville, etc 1  
Bike lanes & routes along the river 1  
Street layout is disjointed, not concentrated enough with attractive 1

***Character/ sense of place***

more character - it feels boring now 2  
healthy, green, liveable community 3  
multi-story buildings 5-10 stories 1  
pedestrian only area (no cars) 1

***Food and restaurants***

more ethnic restaurants 1  
more coffee houses 2  
more higher-end restaurants 1  
more light fare lunch time eaterys 2  
old spaghetti factory in down town 1  
affordable restaurants 3  
a good brew-pub 1

***Parks and public spaces***

Safer, drug-free, shady kid friendly parks. 5  
Improved skate park with lighting 1  
public dock on Napa River at Veteran's Park 1

***Nightlife, art, entertainment***

A rock n roll bar 1  
more artistic venues that are affordable 2

More Art!	2
more live music	2
Movie theater that focused on independent films	5

**Retail**

National retailers	8
Mid price linens store	1
Better high end stores	2
local serving stores - grocery, drugstore	3
book stores !!!	2

**For families and residents**

more family/child friendly spaces/activities	2
Teen activities	3
resident friendly	6
activities need to be diversity friendly	1

**Signage/ streetscape/ aesthetics**

more greenery and landscaping	4
use color to accent aesthetics of older buildings	1
renovate commercial and residential buildings	1
Improved Signage	3
Clean up the creek	2
Napa River better aesthetically	1
more street cleanup	1
More police presence	1

**Vacancies**

Fill vacant store fronts	15
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**Other**

better more accessible parking	4
better law enforcement to prevent crime/loitering/vandalism	3
Complete River Walk	2
no more banks	1
Reopen Copia	1
Rethink Napa Town Center	2
county offices/jail out of downtown	2
video arcade for kids/teens	1
more public restrooms	1
Think downtown sonoma	1
better bicycle parking	1
make it easier for people to open and maintain businesses in downtown Napa	1
More and easier parking - short term parking to pick up food from restaurants really needed	1
Community Center	1
Elimination of car dealerships and train across from the Hatt Building	1