

# NAPA OAKS II PROJECT

## Draft Environmental Impact Report

SCH No. 2012082093



City of Napa  
Community Development Department  
1600 First Street  
Napa, CA 94559

March 2016



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## INTRODUCTION

### PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act and the Guidelines promulgated thereunder (together CEQA) require an Environmental Impact Report (EIR) to be prepared for any project which may have a significant impact on the environment. An EIR is an informational document, the purposes of which, according to CEQA are “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.” The information contained in this EIR is intended to be objective and impartial, and to enable the reader to arrive at an independent judgment regarding the significance of the impacts resulting from the proposed project.

This EIR evaluates the potential environmental impacts that may be associated with the proposed Napa Oaks II Project (Project) in the City of Napa, California. The applicant is Davidon Homes. The Lead Agency is the City of Napa.

### EIR REVIEW PROCESS

This EIR is intended to enable City decision makers, public agencies and interested citizens to evaluate the broad environmental issues associated with the proposed Project. An EIR does not control the agency’s ultimate discretion on the Project. As required under CEQA, the agency must respond to each significant effect identified in the EIR by making findings and if necessary and warranted, by adopting a statement of overriding considerations. In accordance with California law, the EIR must be certified before any action on the Project can be taken. However, EIR certification does not constitute Project approval.

Together, this Draft EIR (Draft EIR) and the subsequent Final EIR (Final EIR) will constitute the EIR for the Project. During the review period for this Draft EIR, interested individuals, organizations and agencies may offer their comments on its evaluation of Project impacts and alternatives. The comments received during this public review period will be compiled and presented together with responses to these comments in the Final EIR. The decision makers will review the EIR documents and will determine whether or not the EIR provides a full and adequate appraisal of the Project and its alternatives.

In reviewing the Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible environmental impacts associated with the Project. Readers are also encouraged

to review and comment on ways in which significant impacts associated with this Project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental impacts. Reviewers should explain the basis for their comments and, whenever possible, should submit data or references in support of their comments.

This Draft EIR will be circulated for a 45-day public review period. Written comments may be submitted to the following address:

Kevin Eberle  
Contract Planner  
City of Napa  
1600 First Street  
PO Box 660  
Napa, CA 94559  
Telephone: 707-257-9530  
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After reviewing the Draft EIR and the Final EIR and certifying the EIR as adequate and complete, the City of Napa decision makers will be in a position to consider approval, denial, or modification of the Project and related actions.

## **PREVIOUS PROJECT AND CEQA REVIEW FOR THIS SITE**

Larger residential projects were previously proposed at this site with various environmental documents circulating between 1999 and 2002, though no project was approved. A Final EIR was completed and certified by the City of Napa for the former Napa Oaks Project, dated August 2002 with State Clearinghouse Number 1998012049 (Former Certified EIR). The Former Certified EIR analyzed the project composed of 63 new large single-family homes and project alternatives, including prior proposals with additional lots. The current Project is revised from that previously proposed Napa Oaks Project and this environmental document is not a subsequent or supplemental EIR for those previously circulated documents.

Note that the Project was revised following the August 2014 South Napa earthquake to allow for a wider fault line setback. (See Chapter 9: Geology and Soils for more information about the quake.) The revisions result in one fewer residential unit (53 instead of 54) than previously proposed. Some of the analyses for this EIR were quantified based on the higher 54-unit count. The differences in quantification between the two unit counts would be minimal and slightly more conservative (slightly greater impacts) with the additional unit. Therefore, quantification based on 54 units was retained for analysis of the current 53-unit Project. Wherever the layout of the plan could affect the analysis, the current site plan was reanalyzed.

## **CONTENT AND ORGANIZATION OF THE EIR**

A Notice of Preparation (NOP) was issued in August 2012 to solicit comments from public agencies and the public regarding the scope of the environmental evaluation for the Project. The NOP and all written comments are presented in Appendix A. These comments were taken into consideration during Draft EIR preparation.

An Executive Summary follows this introduction as Chapter 2. This summary presents an overview of the Project and the environmental impacts, which may be associated with the Project, including a listing of recommended mitigation measures, where appropriate. The full description of the Project is included in Chapter 3. Chapters 4 through 18 present environmental analysis of the Project, focusing on the following issues:

4. Aesthetics
5. Agricultural, Forest and Mineral Resources
6. Air Quality
7. Biological Resources
8. Cultural Resources
9. Geology and Soils
10. Greenhouse Gas Emissions
11. Hazards and Hazardous Materials
12. Hydrology and Water Quality
13. Land Use and Planning
14. Noise
15. Population, Public Services and Recreation
16. Traffic/Transportation
17. Utilities/Service Systems

Chapter 18 presents other CEQA considerations, including a discussion of significant and irreversible modifications in the environment, growth inducing impacts, and cumulative impacts.

Chapter 19 presents an evaluation of the environmental effects which may be associated with the proposed Project and the alternatives evaluated.

Chapter 20 lists the persons who prepared the Draft EIR, identifies those persons and organizations contacted during the preparation of the document, and lists the reference materials used.

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# EXECUTIVE SUMMARY AND IMPACT OVERVIEW

## SUMMARY DESCRIPTION

This EIR analyzes the potential for environmental impacts resulting from implementation of the proposed Napa Oaks II Project in the City of Napa, California. The applicant is Davidon Homes. The Lead Agency is the City of Napa.

The Project consists of the subdivision of an 80.63 acre hillside property into 53 single-family lots and 4 open space lots. The primary access will be located on the south side of Old Sonoma Road opposite Lilienthal Avenue, at what is now the address 3095 Old Sonoma Road. A secondary access point for emergency vehicle access only (EVA) is proposed further west on Old Sonoma Road.

The Project site is not in its natural condition and was disturbed at some time in the past by a previous owner, including substantial grading in certain areas. Certain areas were graded, likely in preparation for development. Site topography varies in elevation from 70 to 336 feet above sea level, including four prominent knolls separated by small valleys with a mix of flat areas and steeper slopes.

The site is currently used for the grazing of cattle and is characterized as an underdeveloped hillside primarily vegetated by grasslands and groupings of oak trees. Two existing residences and related outbuildings will be demolished to accommodate the proposed development.

Land uses surrounding the Project site include vineyards to the west and south, in the unincorporated areas of Napa County and outside of the City's Rural Urban Limit line; a residential neighborhood of single-family homes at the base of the ridge to the east; large residential estates across Old Sonoma Road to the north; and several scattered single-family homes to the northwest. The Project site is located within and at the boundary of the Napa city limits. Areas to the west, northwest, and south of the site are in unincorporated Napa County.

The Project is currently designated as a Resource Area with a mix of zoning for "AR" Agricultural Resource and "RS-10" Single-Family Residential. Project approvals would require a change in the General Plan designation to Single-Family Residential with a Single-Family Residential Zoning with appropriate Hillside and Planned Development overlays.

## SUMMARY OF IMPACTS AND MITIGATION MEASURES

The analyses in Chapters 4 through 18 of this document provide a description of the existing setting, potential impacts of Project implementation, and recommended mitigation measures to reduce or avoid potentially significant impacts that could occur as a result of Project implementation. **Table 2.1** at the end of this chapter lists a summary statement of each impact and corresponding mitigation measures, as well as the level of significance after mitigation.

## **SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT**

No significant and unavoidable impacts have been identified. All impacts are either less than significant or can be reduced to that level through mitigation, as discussed in the following text and table.

## **IMPACTS REDUCED TO A LEVEL OF LESS THAN SIGNIFICANT THROUGH MITIGATION**

The following potentially significant impacts would be reduced to less than significant levels with implementation of mitigation measures:

**Agricultural Resources:** The Project would result in the conversion of on-site oak woodland. Direct loss of woodlands will be mitigated to less than significant levels through on- and off-site preservation of woodlands and tree replacement consistent with accepted mitigation strategies (Mitigation Measures Bio-2a and Bio-2b).

**Air Quality:** Construction of the Project would result in temporary emissions of dust and construction vehicle emissions which would contribute to regional emissions. With implementation of construction best management practices (Mitigation Measures Air-1), construction-period air quality impacts would be reduced to a level of less than significant.

**Biological Resources:** The Project would result in fill of 0.39 acre of wetlands, and preservation of 0.85 acre of existing wetlands plus an additional 0.78 acre to be created within an onsite open space preserve consistent with accepted mitigation practices and regulations (Mitigation Measure Bio-1a). Potential disturbance of these wetlands during and following construction would be minimized through use of appropriate barriers, management and monitoring (Mitigation Measures Bio-1b and Bio-1c). With this mitigation, impacts to wetlands would be reduced to less than significant.

While the Project would result in the loss of 9.36 acres of the 29 acres of oak woodland on the Project site, this loss is mitigated through (a) the establishment of both on- and off-site oak woodland preserves to permanently conserve oak woodlands consistent with accepted mitigation practices and regulations (a ratio of 3:1 for protected trees); (b) the preparation and implementation of an Oak Woodland Mitigation Implementation Plan that will specify the on-site and off-site preservation/conservation areas and mechanism of conservation/preservation to permanently implement the plan (Mitigation Measure Bio-2a); and (c) the replacement of trees lost to development through the required Tree Replacement Plan (Mitigation Measure Bio-2b). These measures represent a conservation/tree replacement in excess of 3 acres of oak woodlands for every 1 acre lost. With this mitigation, which is consistent with accepted mitigation practices and regulations, impacts to oak woodland would be reduced to less than significant.

Construction activities could impact on-site or nearby nesting or wintering birds, or roosting bats. With completion of pre-construction surveys and implementation of appropriate buffer areas (Mitigation Measures Bio-4a, Bio-4b and Bio-7), the impact would be reduced to less than significant. Additionally, ground disturbing activities could prompt erosion and allow elevated levels of sediment to wash into sensitive downstream riparian areas. With mitigation, unstable soil can be limited and appropriate stormwater pollution prevention can be in place to reduce the impacts to less than significant. (Mitigation Measure Bio-5).

While the Project site is not attractive habitat for Western pond turtles, the observation of this species in a nearby irrigation pond suggests individuals could wander onto the site during construction and put themselves in danger. This impact is reduced to less than significant through

implementation of a setback from the pond and maintenance of fencing during construction (Mitigation Measure Bio-6).

The Project has the potential to introduce invasive plants that could degrade the quality of wildlife habitats. This is mitigated to less than significant through construction controls to prevent the spread of any existing invasive plants and prohibition of use of invasive plants in landscaping (Mitigation Measures Bio-3b and Bio-3a).

Cultural Resources: No archaeological or paleontological resources are known to exist on the Project site. Construction of the Project could disturb unidentified archeological or paleontological resources and/or human remains. Halting of work in the event such resources are discovered during construction and implementation of appropriate measures (Mitigation Measures Cultural-2a and Cultural-2b) would reduce these impacts to less than significant levels.

Geology and Soils: The Project is located in a seismically active region and likely to be subject to the potential for unstable soil and landslides. These impacts are reduced to less than significant levels through compliance with a design-level Geotechnical Investigation report, as called for in Mitigation Measure Geo-1.

Soils exposed during site grading would be subject to erosion during storm events. Implementation of a required Storm Water Pollution Prevention Plan (Mitigation Measure Geo-2) would reduce this impact to less than significant levels.

Hydrology and Water Quality: Construction activities at the site would disturb soils and create potential erosion concerns. The Project could also result in increased discharge of pollutants in downstream receiving waters by affecting storm runoff quality after completion. These impacts would be reduced to less than significant levels through implementation of required construction-period and post-construction Storm Water Pollution Prevention Plan (Mitigation Measures Geo-2 and Hydro-2) would reduce this impact to a less than significant level.

The Project would also permanently alter the movement of rainfall runoff across and off the site by the creation impervious surfaces, streets, and a storm drain collections system, including a series of detention ponds. Implementation of the required measures in the Final Drainage Report would reduce this potential impact to a less than significant level by reducing post-Project discharges to pre-Project levels at Project storm drain outfalls and not significantly reduce rainfall runoff to downstream watercourses (Mitigation Measure Hydro-3).

Traffic: Pedestrian crossing facilities (i.e., curb ramps with truncated domes) are absent from the proposed plan at a number of locations. Therefore, the proposed Project would result in potential conflict for pedestrians within the Project site, conflict with adopted City policies supporting walking as well as ADA requirements. Inclusion of pedestrian curb ramps at all on-site crosswalks would reduce this impact to less than significant (Mitigation Measure Traf-4).

The Project's secondary access for emergency vehicles does not meet the City's requirements for secondary Project access and has a grade greater than that specified for EVA. However, per the Fire Marshal, in lieu of providing a second point of access that meets Public Works specifications, the Project may mitigate the impact through a Fire Plan with shelter-in-place and defensible space allowances, with final plan details subject to approval by the City Fire Department. With implementation of a Fire Plan (Mitigation Measure Traf-6), this impact would be reduced to less than significant.

Existing foliage along Old Sonoma Road would result in inadequate sight distance for vehicles exiting the Project site and could increase the potential for collisions at the Project entrance. If foliage is strategically removed as specified, the impact would be reduced to less than significant (Mitigation Measure Traf-7).

All other impacts would be less than significant without the need for mitigation, as detailed in **Table 2.1**. Conditions of Approval are also detailed in **Table 2.2**.

## ALTERNATIVES

Four alternatives are evaluated in Chapter 19 of this EIR. All of the alternatives are located on the Project site. The alternatives focus on reducing the size of the Project, which could further reduce impacts related to noise and biological resources that are already reduced to less than significant levels through mitigation.

**Alternative A: No Project Alternative.** Alternative A is a “no project” alternative. It assumes the proposed Project is not approved and the site would remain as it is today, with two existing residences and use of the site for cattle grazing or other development allowable by zoning and the General Plan. While both residences are currently vacant, it is assumed for this alternative that they would both become occupied. Alternative A would not provide the public access and other improvements beneficial to the City from the Project or meet the Project Objectives.

**Alternative B: Reduced Density, Current General Plan Allowance Alternative.** Alternative B assumes the site would develop generally as proposed, but at a lower density consistent with the current General Plan designation, which would allow up to 11 residential units. This is differentiated from the “no project” alternative because it would require discretionary approval to allow rural residential even though it can be approved without a General Plan amendment. Alternative B would not provide the public access and other improvements beneficial to the City from the Project or meet the Project Objectives.

**Alternative C: Reduced Density, 25% Reduction Alternative.** Alternative C assumes the site would develop generally as proposed, but with a 25% reduction in density (i.e., from 53 to 40 dwelling units). Alternative C would not provide the public access and other improvements beneficial to the City from the Project and would meet the Project Objectives to a lesser degree than the proposed Project.

**Alternative D: Reduced Density, 40% Reduction Alternative.** Alternative D assumes the site would develop generally as proposed, but with a 40% reduction in density (i.e., from 53 to 32 dwelling units). Alternative D would not provide the public access and other improvements beneficial to the City from the Project and would meet the Project Objectives to a lesser degree than the proposed Project.

## ALTERNATIVES CONCLUSION

No significant and unavoidable impacts were identified under the proposed Project. All Project impacts are either less than significant or can be reduced to those levels through implementation of the mitigation contained in this Draft EIR. Because of the low impact of the proposed Project, differences between it and the Alternatives are marginal and limited to reductions in already less than significant impacts.

Alternative A, the No Project, No Development Alternative, has no impacts as it does not propose any change to the site. Alternative A would be the environmentally superior alternative. However,

Alternative A would not provide the public access and other improvements beneficial to the City from the Project or meet the Project Objectives.

The CEQA Guidelines also require that “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (CEQA Guidelines Section 15126.6(e)(2)). In general, the environmentally superior alternative minimizes adverse impacts to the environment, while still achieving the basic project objectives.

Alternative B, the Reduced Density, General Plan Allowance Alternative would be the next most environmentally superior alternative with the lower density contributing to reduced impacts, especially as related to biological resources. While resulting in a 79% reduction in residential units compared to the proposed Project, Alternative B would result in marginal reductions in already less than significant impacts, requiring mostly the same mitigation at the Project. However, the financial feasibility of this alternative is not known, as the reduction in units could undermine the financial feasibility of roadway and utility connections as well as conservation efforts and a public trail beneficial to the City.

**Table 2.1: Summary of Project Impacts and Mitigation Measures**

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<b>Significant and Unavoidable</b>		
This report has determined that no environmental impacts would remain significant following mitigation.		
<b>Less than Significant with Mitigation</b>		
<p>Impact Ag-1: Direct Conversion of Forest Land. Construction of the Project would result in conversion of approximately 9.36 acres of woodland. This is a potentially significant impact.</p>	<p>Mitigation Measure Bio-2a: Oak Woodland Preserves would also mitigate Impact Ag-1 through establishment of oak woodland preserves totaling at least 28.08 acres to mitigate the loss of oak woodlands due to construction of the project at a mitigation ratio of 3:1. (See full measure under Impact Bio-2)</p> <p>Mitigation Measure Bio-2b: Tree Replacement Plan would also mitigate Impact Ag-1 through implementation of an Oak Woodland Mitigation Plan that will specify an on-site tree replacement plan to mitigate the loss of on-site trees and a construction-period tree protection plan to minimize indirect impacts to remaining trees. (See full measure under Impact Bio-2)</p>	<p>Less than Significant</p>
<p>Impact Air-1: Construction Period Dust, Emissions and Odors. Construction of the Project would result in temporary emissions of dust, diesel exhaust and odors that may result in both nuisance and health impacts. Without appropriate measures to control these emissions, these impacts would be considered significant.</p>	<p>Air-1: Basic Construction Management Practices. The Project shall demonstrate proposed compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD “Basic Construction Mitigation Measures”.</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> </ul>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<ul style="list-style-type: none"> <li>Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.</li> </ul>	
<p>Impact Bio-1a: Wetlands Fill. Direct (fill) impacts to 0.43 acre of waters of the U.S. would result from implementation of the proposed site plan. This is a potentially significant impact.</p> <p>Impact Bio-1b: Construction-Period Wetlands Disturbance. Preserved wetlands within the proposed open space preserve could be subject to indirect impacts during construction if not protected.</p> <p>Impact Bio-1c: Indirect Wetlands Disturbance. Without long term management, preserved sensitive habitats, including mitigation wetlands, could experience indirect impacts from disturbances associated with residential projects such as from residents, vehicles, and domestic pets, introduction of invasive species, or other factors.</p>	<p>Bio-1a: Wetland Replacement. The Corps and RWQCB require mitigation for the impacts on 0.43 acre of seasonal wetlands. The applicant shall develop a wetland mitigation plan to mitigate impacts on jurisdictional areas. Pursuant to this plan, the applicant shall establish 0.84 acre of wetlands onsite within the open space preserve area.</p> <p>Bio-1b: Construction-Period Barriers to Wetlands. During construction and prior to any clearing, grading, or construction activities, temporary barriers shall be placed around all wetlands that are to be avoided by the development plan. These barricades shall create at least a 20-foot buffer area around these areas. No clearing, operation of heavy equipment, or storage of construction materials shall be permitted within this area.</p> <p>Bio-1c: Wetlands Management and Monitoring Plan. Prior to construction, the applicant shall prepare a management plan for the onsite open space preserve with habitat goals and objectives and a monitoring plan that provides for management inspections and maintenance actions. The monitoring plan must include monitoring and reporting requirements, responsibilities, performance success criteria, reporting procedures and contingency requirements. A long-term protection plan for the open space should be included in the management plan through use of a deed restriction and management of the preserve area into perpetuity by the Homeowner’s Association. The management plan should include measures such as fencing or signage to restrict access to preserved sensitive areas, and means to prevent intrusion of pets (e.g., enforcement of leash laws). Vegetation management practices shall also be included in the management plan (see Mitigation Measure Bio-3a).</p>	<p>Less than Significant</p>
<p>Impact Bio-2: Loss of Oak Woodland Habitat. The project would require construction within 9.36 acres of valley foothill hardwood (Coast live oak woodland) habitat, the direct removal of a large number of mature trees, and could result in indirect project impacts on trees not directly affected, unless appropriate precautions are taken. This is a potentially significant impact.</p>	<p>Bio-2a: Oak Woodland Preserves. The applicant shall establish both on- and off-site oak woodland preserves to permanently conserve oak woodlands consistent with accepted mitigation practices and regulations (a ratio of 3:1 for protected trees). The conserved acres shall include oak woodlands that could be preserved within the on-site open space preserve and individual tree protection subject to deed restriction and managed by the HOA, and off-site oak woodlands within a nearby approximate 29-acre area of conservation easement created by the developer. The applicant shall prepare and implement an Oak Woodland Mitigation Implementation Plan that will specify the on-site and</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>off-site preservation/conservation areas and mechanism of conservation/preservation to permanently implement this measure.</p> <p>Bio-2b: Tree Replacement Plan. The applicant shall prepare and implement an Oak Woodland Mitigation Implementation Plan that will specify a tree replacement plan, a construction-period tree protection plan.</p> <p>As part of the Oak Woodland Mitigation Implementation Plan the applicant shall prepare and implement a Tree Replacement Plan that includes a description of:</p> <ul style="list-style-type: none"> <li>(i) how the replacement of trees in the Oak Woodland Mitigation Implementation Plan satisfies the requirements of City of Napa Municipal Code, Chapter 12.45;</li> <li>(ii) the specific location of the tree planting, (including a map and planting plan);</li> <li>(iii) schedules and methodologies for maintaining and monitoring the success of the Plan; and</li> <li>(iv) performance standards.</li> </ul> <p>The applicant must follow Tree Preservation Guidelines recommended by a qualified arborist to maintain long-term tree health, including design recommendations, preconstruction treatments and recommendations, and recommendations for tree protection during construction. Included in the guidelines is the establishment of Tree Protection Zones around each preserved tree. Tree Protection Zones shall be marked with fencing and within these zones no grading, excavation (including for underground services such as utilities or sub-drains), or storage of materials or dumping of materials can occur without consultations with the project arborist.</p> <p>The City of Napa shall review final project grading and construction plans to minimize encroachment within the drip line of any trees not eliminated as part of site grading. This review should include assurances that the design of roads, utilities, slope stabilization work, subdrains, and other types of infrastructure avoid the area within the dripline of native trees where feasible; and that all grading is designed to drain water away from the base of trees so as not to create areas of ponding within the dripline.</p>	
<p>Impact Bio-3: Introduction of Invasive Plants. Project landscaping is expected to introduce exotic, non-native vegetation, some of which could degrade the quality of wildlife habitats. This is a potentially significant impact.</p>	<p>Bio-3a: Prohibit Use of Invasive Plants. The CC&amp;Rs for residences shall prohibit the use of invasive plant species. This shall be enforced by the HOA, which should encourage landscaping in both commons areas as well as on private lots that is designed to enhance the wildlife value and aesthetic quality of undeveloped portions of the Project site.</p> <p>Bio-3b: Construction Controls to Prevent Spread of Invasive Plants. Construction activities shall be commenced under the direction of a qualified biologist,</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>who will identify invasive species and direct construction controls as appropriate. Weed management practices may be warranted, including identification and removal of infestations of noxious weeds prior to construction, use of construction equipment and materials such as fill and erosion control devices that are known to be weed-free, and removal of invasive species from areas within the Project boundary set aside for conservation purposes as part of Project mitigation. Where appropriate, as determined by the qualified biologist, vegetation removed as a result of Project construction activities should be replaced with native species which are of value to local wildlife, and native vegetation should be retained.</p>	
<p>Impact Bio-4: Disturbance of Nesting or Wintering Birds. The removal of trees and shrubs during the February 1 to August 1 breeding season could result in mortality of nesting avian species if they are present. This could include but is not limited to species of special concern, which could also be disturbed when they are wintering at the site, outside of breeding season. This is a potentially significant impact.</p>	<p>Bio-4a: Active Nest Buffer Zones During Breeding Season. If construction is to be conducted during the breeding season (February 1 to August 1), a qualified biologist shall conduct a pre-construction breeding bird survey in areas of suitable habitat within 30 days prior to the onset of construction activity. If bird nests are found, appropriate buffer zones shall be established around all active nests to protect nesting adults and their young from construction disturbance. Size of buffer zones shall be determined in consultation with wildlife agency staff based on site conditions and species involved.</p> <p>Pre-construction surveys shall include surveys for nesting by raptors generally expected to nest in the region including tree nesting species such as red-tailed, red-shouldered, Cooper’s and Sharp-shinned hawk, white-tailed kite, great horned owl and American kestrel, and ground nesting species such as burrowing owl, short-eared owl and Northern harrier. If nesting raptors are found during pre-construction surveys, construction activity in the vicinity of the nest should be delayed until after young have fledged (usually by August), or buffer zones around nest sites of at least 200 feet should be established when construction equipment is present.</p> <p>Bio-4b: Preconstruction Survey for Burrowing Owl. Independent of the time of year, preconstruction surveys for burrowing owls shall be conducted within 30 days of initiation of construction activity. If any burrowing owls are detected during the preconstruction surveys, all appropriate mitigation recommended by the Burrowing Owl Consortium and CDFW will be adopted.</p>	<p>Less than Significant</p>
<p>Impact Bio-5: Construction-Period Sediment. Placement of fill and other ground disturbing activities could prompt erosion and allow elevated levels of sediment to wash into downstream riparian areas. This is a potentially significant impact.</p>	<p>Bio-5: Limit Unstabilized Soil and Comply with Stormwater Pollution Prevention Plan. During construction, vegetation should only be cleared from the permitted construction footprint. Areas cleared of vegetation, pavement, or other substrates should be stabilized as quickly as possible to prevent erosion and runoff. Best Management Practices and all</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>requirements as detailed in the Stormwater Pollution Prevention Plan (see Mitigation Measure Geo-5) shall be implemented to control erosion and migration of sediments offsite.</p>	
<p>Impact Bio-6: Construction-Period Danger to Western Pond Turtles. Construction operations could impact western pond turtles, which have been observed in the adjacent irrigation pond and that could possibly move across the southern portion of the Project site. This is a potentially significant impact.</p>	<p>Bio-6: Construction-Period Western Pond Turtle Setback and Fencing. The following controls shall be implemented during the construction-period to reduce the potential for occurrence of Western pond turtles at active construction sites:</p> <p>A setback of at least 200 feet between the southern grading limits of the Project and the high water edge of the irrigation pond shall be established.</p> <p>Silt fencing shall be installed and maintained at the southern edge of the development area during all construction operations to prevent western pond turtle from potentially entering the construction area. The fence shall be examined by a qualified biologist on a regular basis during the construction period to make sure it is functioning properly.</p>	<p>Less than Significant</p>
<p>Impact Bio-7: Disturbance of Bats. Construction in or demolition of buildings could result in destruction of maternity roosts, hibernacula, day roosts, and/or night roosts of bat species, including pallid bat. This is a potentially significant impact.</p>	<p>Bio-7: Preconstruction Bat Surveys. Generalized preconstruction bat surveys shall be conducted prior to building demolition. The surveys should be conducted no earlier than 45 days and no later than 20 days prior to any activity within 200 feet of the structures. If it is determined that threatened, endangered, or sensitive bat species are present within structures, an appropriate bat exclusion specialist licensed by the State of California shall be consulted. If breeding special status bat species are present, exclusion may only be conducted before May 1 or after August 31 to avoid separating mothers from pups. Exclusion devices can include one-way netting, plastic sheeting, or tubes, and must remain in place for at least 5 to 7 days prior to activity. After that, if demolition is not to occur immediately, exclusion points must be sealed. Ultrasonic devices, chemical repellents, and smoke may not be used for exclusion.</p>	<p>Less than Significant</p>
<p>Impact Culture-2: Disturbance of Unidentified Archaeological Resources, Paleontological Resources or Human Remains. During earth-moving activities at the Project site, it is possible that unidentified archaeological resources, paleontological resources, or human remains could be uncovered and disturbed. This is a potentially significant impact.</p>	<p>Culture-2a: Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that previously unidentified paleontological, archaeological or historical resources are uncovered during site preparation, excavation or other construction activity, all such activity within 25 feet of the discovery shall cease until the resources have been evaluated by a qualified professional, and specific measures can be implemented to protect these resources in accordance with sections 21083.2 and 21084.1 of the California Public Resources Code.</p> <p>Culture-2b: Halt Construction Activity, Evaluate Remains and Take Appropriate Action in Coordination with Native American Heritage Commission. In the event that human remains are uncovered during site preparation, excavation or other construction activity, all such activity within 25 feet of the discovery shall</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>cease until the remains have been evaluated by the County Coroner, and appropriate action taken in coordination with the Native American Heritage Commission, in accordance with section 7050.5 of the California Health and Safety Code or, if the remains are Native American, section 5097.98 of the California Public Resources Code.</p>	
<p>Impact Geo-1: Landslides and Unstable Soils. The topography and soils at the Project site represents a concern for landslides and unstable soils if not properly mitigated. The impact related to unstable soils and landslides would be potentially significant.</p>	<p>Geo-1: Compliance with the design-level Geotechnical Investigation report prepared by BSA and with Structural Design Plans as prepared by a Licensed Professional Engineer. Proper slope and foundation engineering and construction shall be performed in accordance with the recommendations of BSA and a Licensed Professional Engineer. The structural engineering design, with supporting design-level Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.</p>	<p>Less than Significant</p>
<p>Impact Geo-2: Construction-Period Soil Erosion. Grading and construction activities will expose soil to the elements, which would be subject to erosion during storm events. This is a potentially significant impact.</p>	<p>Geo-2: Construction-Period Stormwater Pollution Prevention Plan (SWPPP). The Project applicant shall prepare and implement a SWPPP for the proposed construction period. The SWPPP and Notice of Intent (NOI) must be submitted to the State Water Resources Control Board to receive a Construction General Permit. The plan shall address National Pollutant Discharge Elimination System (NPDES) requirements, include applicable monitoring, sampling and reporting, and be designed to protect water quality during construction. The Project SWPPP shall include “Best Management Practices” (BMPs) as required by the State and the Regional Water Quality Control Board for preventing stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control. The SWPPP shall take into account the following considerations recommended by the preliminary geotechnical report:</p> <ul style="list-style-type: none"> <li>• Ponding of stormwater, other than within engineered detention basins, should not be permitted at the site, particularly during work stoppage for rainy weather. Before the grading is halted by rain, positive slopes should be provided to carry surface runoff to storm drainage structures in a controlled manner to prevent erosion damage.</li> <li>• The tops of fill or cut slopes should be graded in such a way as to prevent water from flowing freely down the slopes. Due to the nature of the site soil and bedrock, graded slopes may experience severe erosion when grading is halted by heavy rain. Therefore, before work is stopped, a positive gradient away from the tops of slopes should be provided to carry the surface runoff away from the slopes to areas where erosion can be controlled. It is vital that no completed slope be left standing through a winter season without erosion control</li> </ul>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>measures having been provided.</p> <ul style="list-style-type: none"> <li>Because the existing bedrock is relatively nutrient-poor, it may be difficult for vegetation to become properly established, resulting in a potential for slope erosion. Revegetation of graded slopes can be aided by retaining the organic-rich strippings and spreading these materials in a thin layer (approximately 6 inches thick) on the graded slopes prior to the winter rains and following rough grading. When utilizing this method, it is sometimes possible to minimize hydroseeding.</li> </ul>	
<p>Impact Haz-2: Risk Exposure/Hazardous Materials. Screening-level (composite) soil samples and analysis identified the possibility of motor oil and/or chromium at concentrations that could be above action threshold levels. While hazardous levels are considered unlikely, this is a potentially significant impact without additional analysis.</p>	<p>Haz-2: Additional Soil Analysis. Prior to the final map, the applicant shall conduct additional analyses of the suspect fill material located at the northeastern property corner. If motor oil is present in concentrations in excess of 100 ppm and/or chromium is present above hazardous levels, the contaminated material shall be appropriately removed and disposed of or appropriate on-site remediation be completed per recommendations of a certified expert.</p>	<p>Less than Significant</p>
<p>Impact Hydro-1: Construction-Period Erosion and Siltation. Construction of the proposed Project would involve grading activities that would disturb soils at the site. Such disturbance would present a threat of soil erosion by subjecting unprotected bare soil areas to runoff during construction, which could result in siltation to receiving waters. In addition, during construction other temporary potential pollutants, such as paint, asphalt, or other compounds could become mobilized by wind or rain events. If erosion, siltation or other construction related pollutants of concern entered downstream watercourses during construction operations, the Project would potentially violate water quality standards or otherwise substantially degrade groundwater quality. This is a potentially significant impact.</p>	<p>Mitigation Measure Geo-2, which requires implementation of a construction-period stormwater pollution prevention plan including Best Management Practices for preventing construction-period stormwater pollution through soil stabilization, sediment control, wind erosion control, soil tracking control, non-storm water management, and waste management and materials pollution control, would also mitigate Impact Hydro-1.</p>	<p>Less than Significant</p>
<p>Impact Hydro-2: Post-Construction-Period Water Quality. Construction of the Project could result in increased discharge of pollutants in downstream receiving waters by affecting storm runoff quality after completion. Urban pollutants such as oil, grease, nitrogen and phosphorous are typical constituents that occur in residential urban development. Rainfall runoff could mobilize these constituents and transport them into downstream receiving waters after the Project is completed. This is a potentially significant impact.</p>	<p>Hydro-2: Post-Construction Stormwater Management Plan. The Project applicant shall implement a Final Stormwater Management Plan approved by the City of Napa prior to issuance of a Final Grading Permit. The SWMP shall demonstrate that post-construction stormwater discharges will be treated to the Maximum Extent Practicable with BMPs prior to release into downstream receiving waters in accordance with applicable NCSPPP standards. The Final Stormwater Management plan shall be prepared in accordance with the City of Napa Phase II NPDES General Permit, Phase II.</p>	<p>Less than Significant</p>
<p>Impact Hydro-3: Altered Streambed and Runoff. The Project will modify the collection of rainfall runoff across the site by the creation impervious surfaces, streets, and a storm drain</p>	<p>Hydro-3: Final Drainage Report. The Project applicant shall implement a Final Drainage Plan approved by the City of Napa prior to issuance of a Final Grading Permit. The Final Drainage Report shall demonstrate</p>	<p>Less than Significant</p>

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>collections system, including a series of detention ponds which would detain stormwater before slowly releasing it into downstream receiving waters during rainfall events through a metering standpipe. Since the Project would alter the existing drainage pattern and flow of stormwater in the area of the proposed Project, such changes could result in increased erosion, siltation, on- or off- site flooding, or significant reductions in rainfall runoff to existing watercourses. This is a potentially significant impact.</p>	<p>that post-Project discharges shall be reduced to pre-Project conditions at Project storm drain outfalls. The Final Drainage report shall also document that the volume of rainfall runoff from the Project shall not significantly reduce rainfall runoff to downstream watercourses. The Final Drainage Report shall also ensure that significant impoundment of rainfall runoff would not occur and shall include appropriate mitigation measures such as lining of the proposed southerly detention pond with an impermeable liner if geotechnical conditions exist where significant retention and infiltration of on-site rainfall runoff may occur.</p>	
<p>Impact Traf-4: Create New Pedestrian System Deficiencies. Pedestrian crossing facilities (i.e. curb ramps with truncated domes) are absent from the proposed plan at a number of locations required by the Americans with Disabilities Act (ADA). Therefore, the proposed Project would result in potential conflict for pedestrians within the Project site, conflict with adopted City policies supporting walking as well as ADA requirements, and be inconsistent with City goals to develop and maintain a safe, integrated pedestrian network. This is a significant impact.</p>	<p>Traf-4: Pedestrian Curb Ramps. The approved site plan shall specify and the roadways be constructed to include pedestrian curb ramps at all on-site crosswalks as defined by California Vehicle Code Section 275.</p>	<p>Less than Significant</p>
<p>Impact Traf-6: Inadequate Number of and Grade/Location of Emergency Vehicle Access Routes. The General Plan requires that all streets are designed consistent to the Public Works Department standard specifications to ensure adequate emergency vehicle access. Because the proposed Project has more than 50 dwelling units, two points of fire apparatus access must be provided on the site. The main entrance to the Project site would be from a proposed driveway off of Old Sonoma Road opposite Lilienthal Avenue. An auxiliary access and utility easement would be provided off of Old Sonoma Road just outside of the proposed Project's western boundary, which would not be utilized for normal site access but would serve as access for emergency vehicles. Emergency vehicle only access routes are not permitted as a means to satisfy the second point of access requirement under the General Plan without additional measures approved by the Fire Marshal. Because the proposed Project does not contain a second point of fire vehicle access that is not an emergency vehicle only access route, inadequate emergency vehicle access is provided. Also, the emergency-vehicle only access point has a grade of 18.5%, which is greater than the maximum longitudinal grade of 15% required by the General Plan and may not be located the recommended distance from the primary access. This is a significant impact.</p>	<p>Traf-6: Fire Plan. The Project shall implement a Fire Plan subject to approval by the Fire Department. Per the Fire Marshal, in lieu of providing a second point of access that meets Public Works specifications, the Project may develop a Fire Plan with shelter-in-place and defensible space allowances subject to approval by the City Fire Department, whilst retaining the second point of access as proposed. The Fire Plan must ensure adequate maintenance of the internal roadways to ensure that they are drivable in case of wildland fire, which would require aggressive vegetation management requirements in perpetuity. The Fire Plan must also ensure that defensible space is maintained around each home.</p>	<p>Less than Significant</p>

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>Impact Traf-7: Inadequate Sight Distance. Creating a new access point onto Old Sonoma Road with inadequate sight distance could increase the potential for collisions at this intersection. The sight distance of eastbound traffic for drivers exiting the Project site is inadequate under proposed conditions. This is considered a significant impact.</p>	<p>Traf-7: Removal of Foliage on Old Sonoma Road. The applicant shall coordinate and implement prior to occupancy removal of foliage on Old Sonoma Road to improve sight distance to required levels. To mitigate the currently inadequate sight distance conditions, the strategic removal of 200 feet of foliage along the south side of Old Sonoma Road to the west of the proposed site entrance is required. This remediation would improve the sight distance of eastbound traffic by up to 250 feet and bring it within minimum requirements. The foliage that would need to be removed is on City of Napa right-of-way, which extends at a minimum depth of 14 feet to the south from the edge of asphalt along Old Sonoma Road west of the intersection with Lilienthal Avenue.</p>	<p>Less than Significant</p>
<b>Less than Significant Impacts</b>		
<p>Impact Visual-1: Development within a Scenic Vista. The Project is located on a hillside visible from lower-lying portions of the city and county of Napa. The existing site topography hides much of the development from any given view point, and results in an integration of the urban environment with the natural features on the site. The impact on scenic vistas is less than significant impact.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Visual-2: Development within Scenic Corridors. The Project is located within the view corridors of CA-29 and CA-121, which are designated as city scenic corridors in the City of Napa General Plan and identified as eligible State Scenic Highways. However, the Project would not substantially obscure, detract from, or negatively affect the quality of the views from these routes or substantially obscure views of the hillside and ridgeline/treeline. The impact on these scenic corridors would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Visual-3: Changed Visual Character. The proposed Project would construct a residential subdivision on a largely undeveloped site, currently characterized as a partially graded hillside with grassland and groupings of oak trees. The Project would retain the visible topography and much of the visible grassland and oak woodland, while hiding the majority of homes from view within the topography of the site. The changes proposed with the Project would not constitute substantial degradation of the visual character. This impact would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Visual-4: Increased Light and Glare. The Project would add additional sources of light to a currently undeveloped site adjacent to</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>other residential uses. Lighting quality, intensity and design is required to meet City standards to minimize glare, light trespass and “sky glow” and would be within allowable levels for residential uses. Therefore, impacts related to light and glare would be less than significant.</p>		
<p>Impact Air-2: Operational Emissions. The Project would result in increased emissions from on-site operations and emissions from vehicles traveling to the site. However, the Project is below applicable threshold levels and the impact would be considered less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Air-3: Construction Period Exposure of Sensitive Receptors. Construction activities would expose nearby sensitive receptors to toxic air contaminants during the construction period, but the maximum exposure risk would be below the thresholds of significance under BAAQMD criteria for cancer, chronic hazard, and PM<sub>2.5</sub> exposure. This would be a less than significant impact.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Bio-8: Other Biological Impacts. Loss of vegetation associated with the habitats on site would disrupt and displace existing wildlife. Some bird roosting, nesting, and foraging areas would be eliminated. The Project site potentially serves as a wildlife movement corridor, but wildlife movement through the area would not be disrupted. Reptiles, amphibians, and small mammals that utilize these areas would be displaced to remaining undisturbed areas. However, remaining open space areas near the Project area should be capable of accommodating these species and the impact to all species except those otherwise covered by other impacts identified in this analysis is less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Culture-1: Removal of a Historic Age Building. Construction activities include demolition of a stable that is of historic age. However, historic assessment concluded that this structure would not be eligible for listing as a historic resource and the impact would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact GHG-1: Increased GHG Emissions. Construction and operation of the proposed Project would be additional sources of GHG emissions, primarily through consumption of fuel for transportation and energy usage on an ongoing basis. However, GHG emission levels are below those considered to be a significant contribution by the air district. This is a less</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
than significant impact.		
Impact Haz-1: Routine transportation, use disposal, or accidental release of hazardous materials. Construction activities routinely utilize fuels and oils in construction equipment that may be considered hazardous and residential operations do not generally utilize substantial amounts of hazardous materials. Compliance with applicable regulations would ensure that the impact is less than significant.	No mitigation warranted.	Less than Significant
Impact Haz-3: Construction at a Wildland-Urban Interface. Because of the vegetated state and location at the wildland urban interface, the Project site is considered a potential risk for wildland fire hazard. Requirements are in place to reduce fire risks in these areas and compliance with them would ensure that the impact is less than significant.	No mitigation warranted.	Less than Significant
Impact Plan-1: Change in Land Use Designation and Zoning. The proposed Project is not consistent with the current land use designation or zoning. However, approval of the Project will include rezoning and a General Plan amendment to bring the land use and zoning into consistency. Approval of the rezone would remove the conflict with the land use plan for the site. The impact would therefore be less than significant.	No mitigation warranted.	Less than Significant
Impact Noise-1: Ground-borne Noise and Vibration. There are no sources of ground-borne noise or vibration that would result from development of the Project area. This is a less than significant impact.	No mitigation warranted.	Less than Significant
Impact Noise-2: Permanent Noise Level Increases. Project-generated traffic would cause noise levels to increase by less than 3 dBA CNEL along roadways adjoining existing residences in the area. This is a less than significant impact.	No mitigation warranted.	Less than Significant
Impact Noise-3: Construction Period Noise Impact. The construction activities necessary to develop the Project would elevate noise levels in the areas near active construction sites but would comply with applicable Napa regulations and would not cause a substantial temporary or periodic increase in ambient noise levels. This is a less than significant impact.	No mitigation warranted.	Less than Significant
Impact Noise-4: Cumulative Noise Level Increases. The Project would not make a cumulatively considerable contribution to increased traffic noise in the area. This is a less than significant impact.	No mitigation warranted.	Less than Significant

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>Impact Pop-1: Population Growth. The Project would result in an increase of 145 residents at the Project site. However, this increase is relatively small compared to regional growth and would be consistent with local and regional projections. The impact related to population growth would be considered a less than significant impact.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Services-1: Increased Public Service Demand. The Project would increase the number of residents at the site. However, the Project could be adequately served with existing facilities and staff and the impact related to public services would be considered less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Traf-1: Project-Specific Intersection Impacts. Under Existing Plus Project conditions, the proposed Project would contribute vehicular traffic to signalized and unsignalized intersections but would not cause any of the study intersections to worsen from the City’s currently acceptable LOS to an unacceptable LOS. Therefore, the proposed Project’s intersection impact would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Traf-2: Collector Road Traffic Increases. The proposed Project would contribute vehicular traffic to collector roads, including Foster Road, Foothill Boulevard and Laurel Avenue, which are within the target capacity of collector roads (12,000 vehicles per day). Because the projected level of traffic is within the capacity of these roadways, the Project’s impact on collector roadway traffic volumes would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Traf-3: Local Road Traffic Increases. The proposed Project could contribute vehicular “cut-through” traffic to Casswall Street, a local access road. Because the projected traffic volume on this street is within the identified capacity for local streets (5,000 vehicles per day), the Project’s impact related to local roadway traffic volumes would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Traf-6: Transit Ridership Increase. The proposed Project would increase transit ridership along Route 2 and Route 3 on Napa’s VINE system. According to the 2011 American Community Survey 5-year Estimates conducted by the U.S. Census Bureau, public transportation accounts for approximately 1% of commute trips within the City of Napa. If this rate were applied to all trips generated by</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>the proposed Project, it would equate to fewer than 10 trips per day with one trip in the PM peak hour. Anticipated ridership demand associated with the Project is not expected to exceed available capacity on Route 2 or Route 3. Because the transit demand will not be raised above a level which local transit operators or agencies can provide, or would have other adverse impacts on transit operations, the proposed Project's impact on the City's existing transit system would be less than significant.</p>		
<p>Impact Traf-8: Project-Specific Intersection Cumulative Impacts. Under Cumulative Plus Project conditions, the proposed Project would contribute vehicular traffic to signalized and unsignalized intersections but would not cause any of the study intersections to worsen from the City's currently acceptable LOS to an unacceptable LOS. Therefore, the proposed Project's cumulative intersection impact would be less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Util-1: Increased Water Demand and Wastewater Generation. The proposed Project represents new development and related increases in water demand and wastewater generation within the existing service area for the Napa Water Division. As a standard condition of any project, the proposed Project will pay appropriate development impact and utility connection fees toward ongoing improvement and maintenance of the water and wastewater systems and comply with all applicable regulations. While the proposed Project would lead to an increase in demand for water and generation of wastewater, it would utilize existing water facilities and resources and would not cause an exceedance of wastewater treatment requirements or result in the need for new off-site facilities. Therefore, the impacts related to water and wastewater are less than significant.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Util-2: Increased Solid Waste Generation. The Project would increase solid waste generation at the site but would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs, and would not impede the ability of the City to meet the applicable federal, state and local statutes and regulations related to solid waste. The Project would have a less than significant impact with no mitigation warranted.</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>
<p>Impact Util-3: Increased Energy Consumption. The Project would have an incremental increase</p>	<p>No mitigation warranted.</p>	<p>Less than Significant</p>

<b>Potential Environmental Impacts</b>	<b>Recommended Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>in the demand for gas and electrical power. However, the Project is expected to be served with existing capacity and would not require or result in construction of new energy facilities or expansion of existing off-site facilities and would not violate applicable federal, state and local statutes and regulations relating to energy standards. The Project would have a less than significant impact relating to energy consumption with no mitigation warranted.</p>		

**Table 2.2: Summary of Project Conditions of Approval**

Condition of Approval	Issue Area
<ul style="list-style-type: none"> <li>• Deeds recorded for each residential parcel in the Project site shall include notification consistent with Napa County’s Right-to-Farm Ordinance (Napa County Municipal Code section 2.94.030) that the residence is located in proximity to ongoing, active agricultural activities, and list the types of annoyances that could occur, including but not limited to noise, odors, dust, chemicals, smoke. The notification shall also state that neither the County nor the City will take action against property owners of agricultural land who engage in agricultural practices that are consistent with accepted customs and standards.</li> <li>• Design Level Acoustical Analysis and Construction Methods. A design level acoustical analysis of each proposed residence shall be conducted by a noise specialist once the final site and building plans are available. For residences that are found to exceed the City of Napa’s interior noise standards or those considered protective of sleep during wind machine or tractor operations, sound rated window and wall construction shall be provided that would:               <ul style="list-style-type: none"> <li>○ Reduce interior noise levels to achieve 45 dBA CNEL or less, and</li> <li>○ Reduce maximum instantaneous noise levels to be 40 dBA or less within bedrooms, so as to minimize sleep interference.</li> </ul> </li> <li>• Mechanical Ventilation. To allow occupants the option of keeping windows closed to control noise, mechanical ventilation capable of providing a habitable interior environment with windows closed shall be provided to all residences as recommended by a mechanical engineer.</li> </ul>	<p>Agricultural Resources, Air Quality, Noise</p>
<ul style="list-style-type: none"> <li>• Compliance with the design-level Geotechnical Investigation report prepared by BSA and with Structural Design Plans as prepared by a Licensed Professional Engineer. Proper slope and foundation engineering and construction shall be performed in accordance with the recommendations of BSA and a Licensed Professional Engineer. The structural engineering design, with supporting design-level Geotechnical Investigation, shall incorporate seismic parameters compliant with the California Building Code.</li> <li>• The Project layout shall adhere to the geologic setback zones recommended by BSA (2014) as shown in Figure 9.3.</li> <li>• The Project shall adhere to BSA’s recommendations for strengthened foundations for lots potentially affected by distributed ground cracks (lots 16, 17 and 18).</li> </ul>	<p>Geology and Soils</p>
<ul style="list-style-type: none"> <li>• Extend Old Sonoma Road Bike Lanes. The proposed Project shall fund and construct the necessary improvements to continue the existing Class II bike lanes on Old Sonoma Road from their current termini at the Old Sonoma Road and Foster Road intersection to the westerly end of the Project site, thereby connecting the Project site to the citywide bicycle network.</li> </ul>	<p>Traffic and Transportation</p>

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## PROJECT DESCRIPTION

### INTRODUCTION

This chapter describes the Project location, existing uses, details of the proposed Project, Project objectives, and intended uses of the EIR

### PROJECT SITE

#### LOCATION AND EXISTING USES

As shown in **Figure 3.1**, the Project is located in the City of Napa, on a currently undeveloped site west of State Route 29 and south of Old Sonoma Road. The Project site is 80.63 acres (with four existing parcels: APN 43-040-08, APN 43-040-10, APN 43-040-13 and APN 43-040-25) located within the city's Rural Urban Limit (RUL) line, which is defined as the City of Napa's ultimate boundary for urban development. Most of the site is currently used for grazing cattle.

The Project site is characterized as an underdeveloped hillside that varies in elevation from 70 to 336 feet above sea level. The site is not in its original condition and was disturbed at some time in the past by a previous owner. Certain areas were graded, likely in preparation for development. The current topography includes four prominent knolls separated by small valleys that are primarily vegetated by grasslands and groupings of oak trees. The Project site is a mix of these flatter graded areas, some moderate slopes, and some very steep topography. Specifically, 40 percent of the site contains slopes of 0–15%; approximately 30 percent of the site ranges between 15–30%; and the remaining topography (approximately 30% of the site) exceeds 30%.

Existing structures on the site include two single-family residences, one accessible from Casswall Street and a second on the hill above Old Sonoma Road, which includes a pool, stable and outbuildings, but is currently vacant. Both residences would be demolished to accommodate the proposed development.

#### SURROUNDING LAND USES

Land uses surrounding the Project site include vineyards to the west and south, a residential neighborhood of single-family homes at the base of the ridge to the east, large residential estates across Old Sonoma Road to the north, and several scattered single-family homes to the northwest. The homes east and northeast of the site are within the city limits, but residences to the west and northwest, and vineyards west and south of the site are in unincorporated Napa County. Old Sonoma Road is an east-west Napa arterial, and State Route 29 is a major highway through Napa County.



**Figure 3.1:**  
**Project Location**

Source: GoogleMaps, as modified by Lamphier-Gregory

## GENERAL PLAN DESIGNATION AND ZONING

The majority of the property (78 acres) is designated “RA – Resource Area” by the Napa General Plan. This designation is applied to sensitive lands inside the RUL that require special standards due to viewshed, resource, habitat, geotechnical or other considerations that further the conservation and resource protection goals of the General Plan. In this designation, limited, very-low density residential use (up to 1 home per existing parcel) is permitted, with discretionary review of the site development details. Other low intensity uses, such as rural residential (to a maximum of 1 dwelling unit per 20 acres) or agriculture, may be considered at the discretion of the City on a case by case basis, with all proposed uses assessed to determine if they will impact or change the underlying character or feature that is intended for preservation by the RA designation.

The remaining 2.6-acre northeastern corner of the site is designated for “SFR – Single-Family Residential” use, at densities of 0 to 3 residential units per acre.

The zoning of “AR” Agricultural Resource (Municipal Code Chapter 17.16) and “RS-10” Single-Family Residential, Minimum Lot Size 10,000 square feet (Municipal Code Chapter 17.08), are consistent with the General Plan land use designations described above.

Additionally, the Project area is in the Hillside Overlay district (Municipal Code Chapter 17.40), which requires additional review and permitting through the City as well as constrained development limits, as follows:

Hillside Density Limits. Any density increase shall not exceed the maximum allowable density established by the following standards:

1. Any portion of the lot or parcel having a slope of less than 15% shall be assigned the General Plan density;
2. Any portion of the lot having a slope of 15% to 30% shall be assigned a density of one lot or one dwelling unit per acre;
3. Any portion of the lot or parcel having a slope greater than 30% shall be assigned no density.

The proposed development would not be allowed under the current General Plan RA land use designation or AR zoning that exists for the majority of the site, but is consistent with the existing Hillside Overlay district. The Project proposes to change the General Plan designation so the entire site would be designated as “SFR – Single-Family Residential” and the zoning to “RS 10 – Single-Family Residential” with a “PD – Planned Development” overlay.

Consistency with General Plan designation and zoning is discussed in more detail in Chapter 13, Land Use and Planning.

## PROJECT DESCRIPTION

The Project consists of the subdivision of an 80.63-acre hillside property into 53 single-family lots and 4 open space parcels. The access would be located on the south side of Old Sonoma Road opposite Lilienthal Avenue, at what is now the address 3095 Old Sonoma Road. A secondary access point for emergency vehicle access (EVA) only is proposed further west on Old Sonoma Road. The site plan is included as **Figure 3.2** and the preliminary landscape plan is shown on **Figures 3.3** and **3.4**.

Areas of the site have been graded in the past, and the proposed home sites have been plotted on the flatter portions of the property with slopes generally less than 15 percent. More than half the site, 44.48 acres, would be preserved as open space, which incorporates the boundary areas and steeper slopes.

Since the Project site's western and southern boundary is the Rural Urban Limit (RUL) line, the Project proposes to include an 80-foot-wide agricultural setback with buffer landscaping along the RUL edge. The purpose of this buffer is to provide a physical transition area between agricultural (viticultural operations) and residential uses.

Proposed lot sizes range from 13,360 square feet to 41,835 square feet, with an average lot size of approximately 23,499 square feet. House sizes would range from 3,888 square feet to 5,061 square feet.

Individual residences are identified by a series of prototype designs, which are described in seven different Plans below. Some of the homes would be built into a slope such that the upper story is street level in the front and the lower story is ground level in the back. These are identified as “down-split” homes in this document.

- Plan 1 is a 3,888-square-foot single-story 3-bedroom home with a 3-car garage. There are options for a 4<sup>th</sup> bedroom instead of a den and an addition to fit a 4<sup>th</sup> car. Nine lots, those numbered 1, 19, 24, 30, 33, 34, 37, 46, and 50, would be developed with Plan 1 homes.
- Plan 2 is a 3,906-square-foot single-story 3-bedroom home with a 3-car garage. Ten lots, those numbered 2, 4, 23, 29, 31, 32, 35, 38, 45, and 52, would be developed with Plan 2 homes.
- Plan 3 is a 4,200-square-foot two-story 4-bedroom home with a 3-car garage, though there are options to replace a recreational room with a 5<sup>th</sup> bedroom and/or replace 1 parking spot with a 6<sup>th</sup> bedroom. Six lots, those numbered 6, 7, 11, 20, 48, and 51, would be developed with Plan 3 homes.
- Plan 4 is a 4,431-square-foot down-split 4-bedroom home with a 3-car garage. Six lots, those numbered 13, 15, 16, 21, 42, and 43, would be developed with Plan 4 homes.
- Plan 5 is a 4,522-square-foot two-story 4-bedroom home with a 4-car garage, though there are options to replace a recreational room with a 5<sup>th</sup> bedroom and/or replace 1 parking spot with a 6<sup>th</sup> bedroom. Ten lots, those numbered 3, 5, 9, 12, 17, 26, 28, 36, 47, and 53, would be developed with Plan 5 homes.
- Plan 6 is a 4,657-square-foot down-split 4-bedroom home with a 3-car garage. Five lots, those numbered 14, 22, 40, 41, and 44, would be developed with Plan 6 homes.
- Plan 7 is a 5,061-square-foot two-story 5-bedroom home with a 4-car garage, though there are options to replace a recreational room with a 6<sup>th</sup> bedroom and/or replace 1 parking spot with a 7<sup>th</sup> bedroom. Seven lots, those numbered 8, 10, 18, 25, 27, 39, and 49, would be developed with Plan 7 homes.

Elevations of each of these plans are included as **Figures 3.5 through 3.29**. The Project proposes upgrade of sewer and water mains in adjacent and nearby Old Sonoma Road to accommodate increased flows from the Project, including replacement of the 4” water main with an 8” main (approximately 947 linear feet), replacement of the 6” water main with an 8” main (approximately 343 linear feet), and replacement of the 8” sewer main with a 10” sewer main (approximately 1,600 linear feet). The Project shall also include the installation of approximately 3,232 feet of 8” water main on Buhman Avenue to provide adequate flow for fire protection. Some home sites would require a sewer pump. This requirement is based on a 2011 hydraulic analysis conducted by West Yost Associates at the request of the City of Napa.

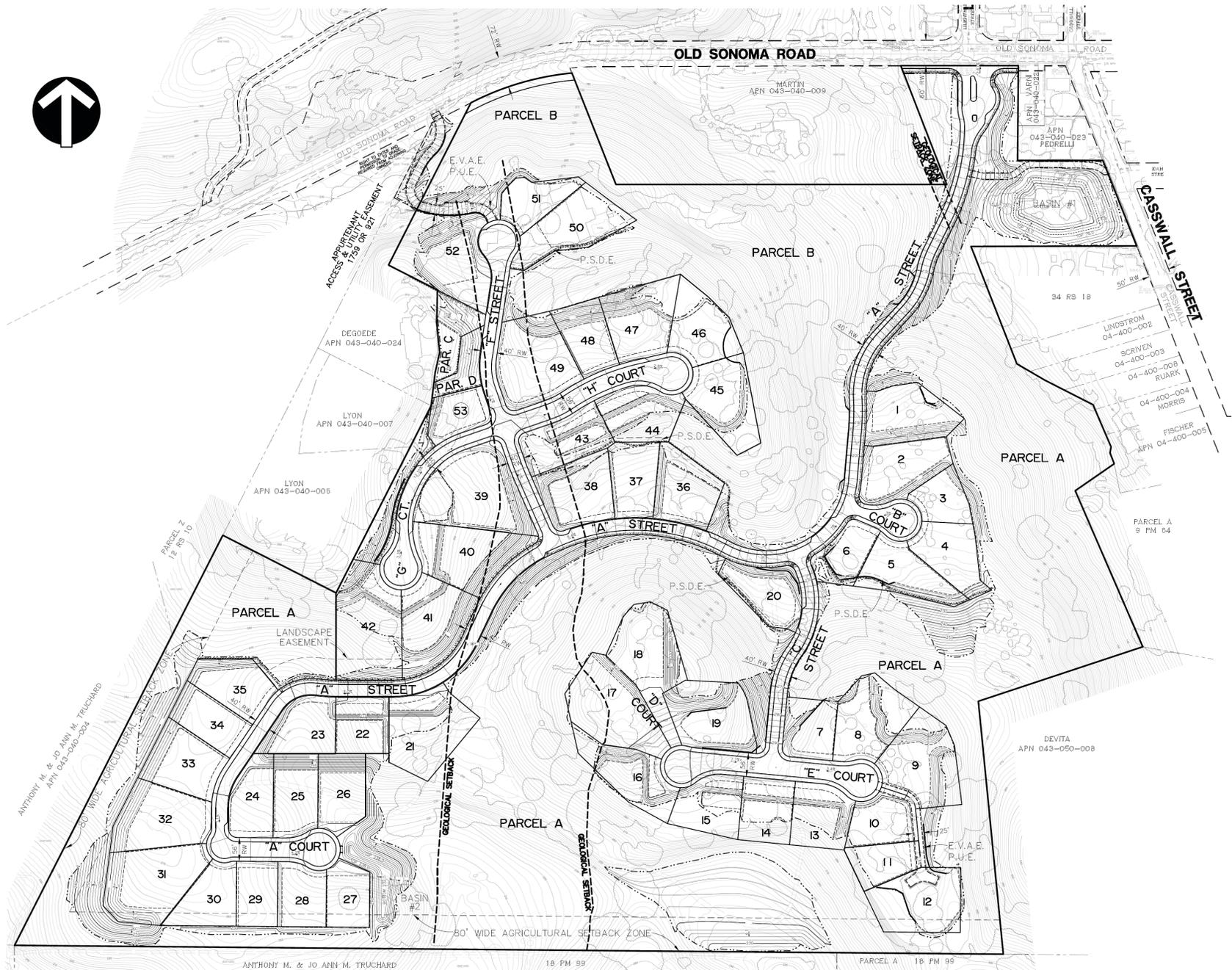


Figure 3.2: Site Plan

Source: dk Consulting, dated April 20, 2015