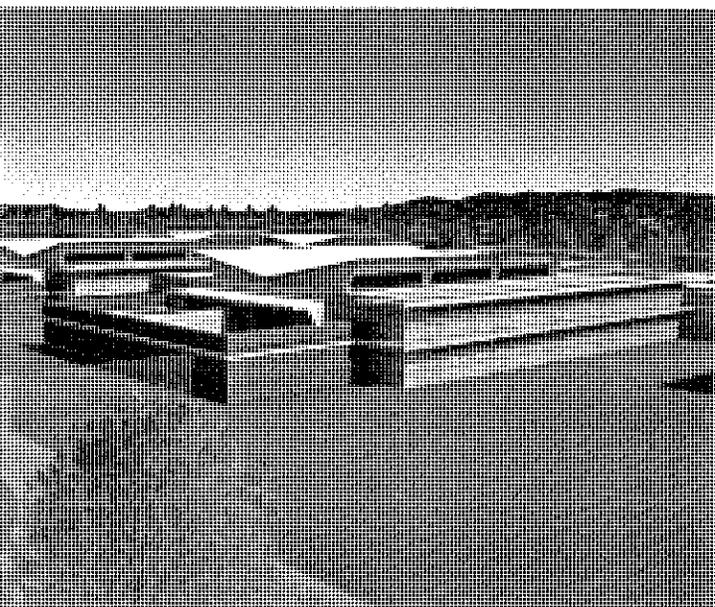
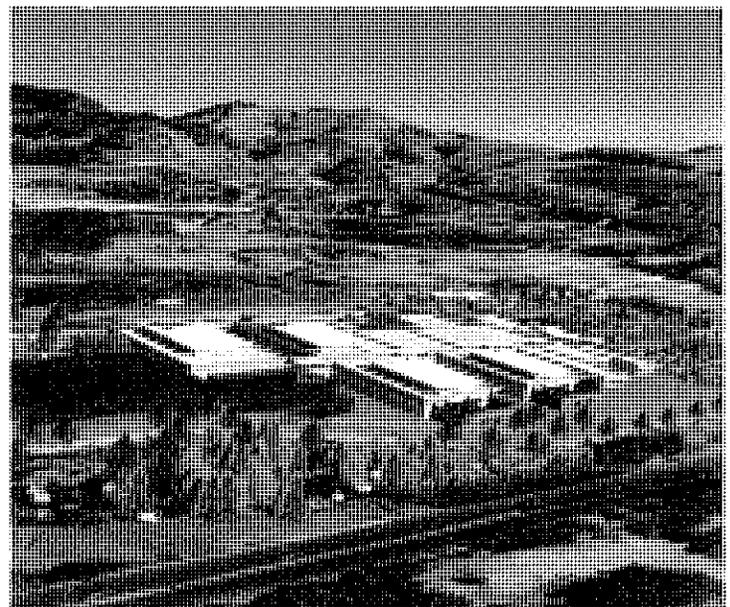
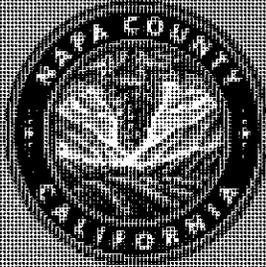


County Jail Project
 Final Environmental Impact Report

2225 Clearinghouse #201301-2072



January 30, 2014



PREPARED FOR
 State County Planning Board
 and Environmental Services Department
 1500 Third Street, Suite 210
 Colton, CA 92324



Final Environmental Impact Report County Jail Project

State Clearinghouse #2013012072

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January 30, 2014

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
afy	acre-feet per year
APN	assessor's parcel number
Board	Napa County Board of Supervisors
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
County	Napa County
DEIR	draft environmental impact report
FEIR	final environmental impact report
FTE	full-time equivalent
LAFCO	Local Agency Formation Commission
NSD	Napa Sanitation District
SOI	sphere of influence
SR	State Route
USACE	U.S. Army Corps of Engineers

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1 INTRODUCTION

This final environmental impact report (FEIR) has been prepared by Napa County (County) in accordance with the requirements of the California Environmental Quality Act (CEQA). The County is the lead agency for complying with CEQA.

This FEIR has been prepared to respond to comments received on the draft environmental impact report (DEIR) on the County Jail Project that was issued for public review on August 16, 2013. The FEIR consists of the DEIR and this document, which includes comments on the DEIR, responses to those comments, and revisions to the DEIR. Both the DEIR and this FEIR should be used as the informational basis for addressing the environmental impacts of implementing the County Jail Project.

The County Jail Project consists of the acquisition of property and construction of a new jail on approximately 15 to 20 acres in unincorporated Napa County. The jail would be designed with an initial capacity of 366 beds, but would include core support facilities designed for occupancy of up to 526 beds in the event the County needs to add bed capacity at some point in the future. The existing jail, located in downtown Napa, would remain in use as a day-holding facility for pre-trial inmates with Court appointments, and would also continue to accommodate County offices and meeting space.

1.1 PURPOSE AND INTENDED USES OF THIS FEIR

CEQA requires a lead agency that has prepared a DEIR to consult with and obtain comments from responsible and trustee agencies that have jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the DEIR. The FEIR is the mechanism for responding to these comments. This FEIR has been prepared to respond to comments received on the DEIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the DEIR, including minor project modifications, made in response to these comments and as a result of the County's ongoing planning and design efforts. The DEIR and this FEIR will be used to support the County's decision regarding whether to approve the County Jail Project.

This FEIR will also be used by CEQA responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project.

The following state agencies may serve as responsible and trustee agencies:

- ▲ Bay Area Air Quality Management District
- ▲ Board of State and Community Corrections
- ▲ California Department of Transportation, District 4
- ▲ San Francisco Bay Regional Water Quality Control Board

The following regional and local agencies may serve as responsible agencies:

- ▲ City of Napa
- ▲ Napa County Local Agency Formation Commission
- ▲ Napa Sanitation District

1.2 PROJECT LOCATION

The project site is located in unincorporated Napa County, approximately two miles from downtown Napa (Exhibits 1-1 and 1-2). The new jail would be located on one of two contiguous parcels that are currently privately owned and zoned for industrial use (Pacific Coast parcel: assessor's parcel number [APN] 046-370-021; Boca parcel: APN 046-370-024). Portions of both parcels are currently used for equipment storage, retail and wholesale of building materials, and an impound yard for a local towing company. The majority of the site has been previously graded, graveled, and paved. Site access is provided by Napa-Vallejo Highway/State Route (SR) 221 and the private roadway serving the adjacent Syar Napa Quarry.

Further site planning and design will be needed to determine precisely where the new jail will be located on one or both of these parcels. However, the analysis included in this EIR evaluates two possible site development layouts and assesses impacts associated with development of one or both parcels.

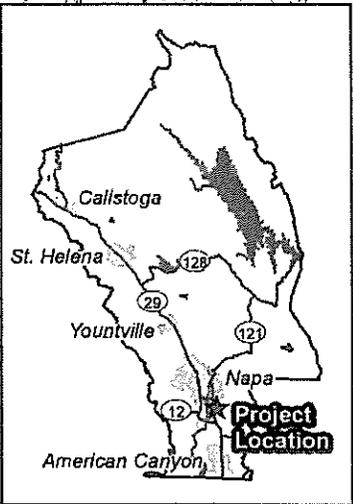
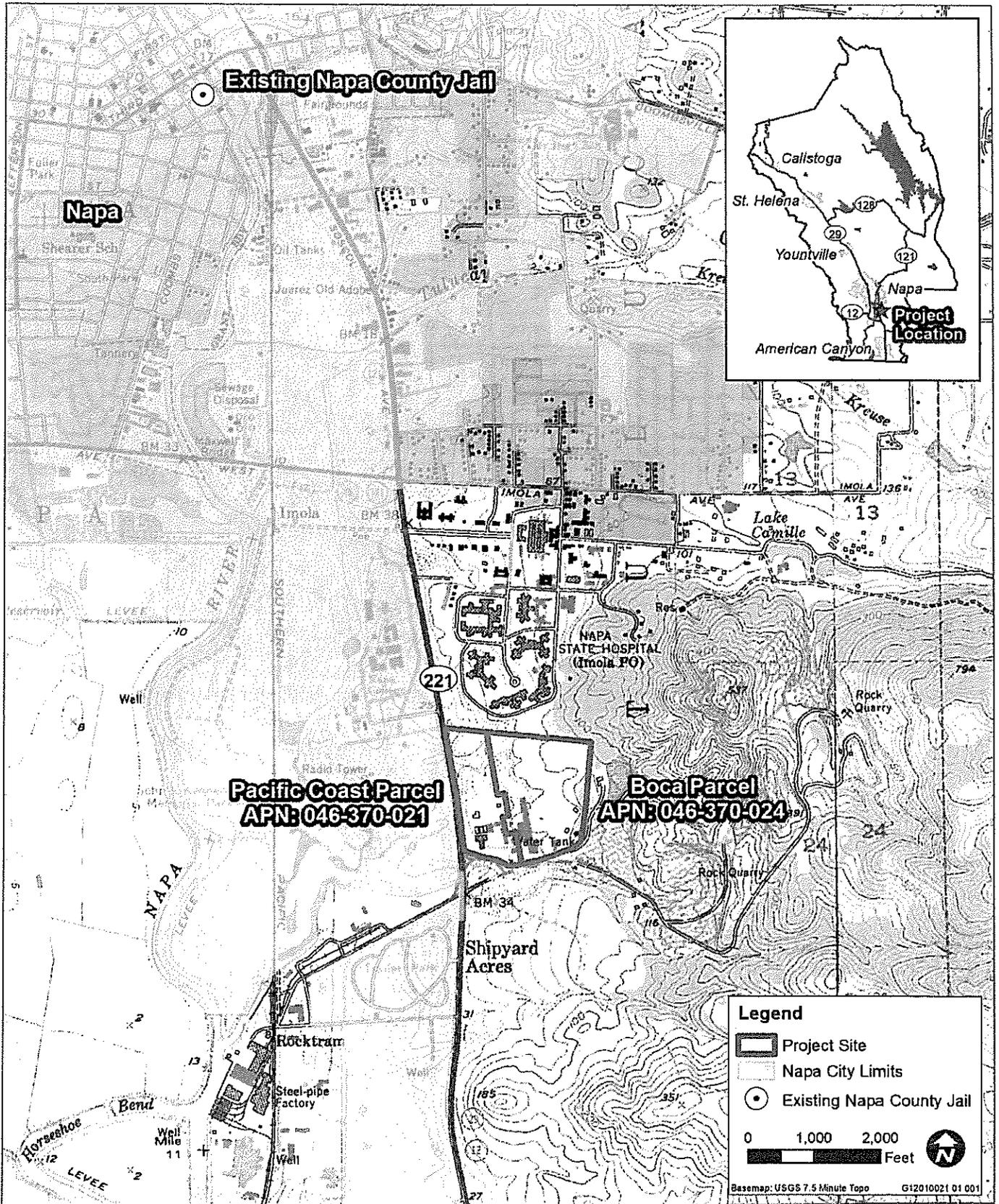
1.3 PROJECT BACKGROUND

The existing Napa County Jail is located at the Hall of Justice at 1125 3rd Street in downtown Napa. Built in 1976, the Hall of Justice consists of approximately 72,800 square feet located on approximately one acre. In 1989, the Jail Annex was constructed as an attachment to the Hall of Justice; the Annex consists of 51,900 square feet. The existing jail is approximately 53 feet tall and includes 264 beds plus an additional 13 beds reserved for transfer holding bunks/non-rated beds assigned to disciplinary isolations and medical and mental health services (277 beds total). As of 2011, the existing jail employs 87 full-time equivalent (FTE) staff. In addition to housing the jail, the Hall of Justice provides office space for approximately 48 FTE County employees and contains meeting space, classrooms, and offices for the Community Corrections Service Center and the County's contractor, BI, Inc.

In November 2004, at the direction of the Napa County Board of Supervisors (Board), a Criminal Justice Committee was formed to identify and address the County's jail and other adult correctional system needs over the next 20 years. The Board's direction was to embark on a well thought out effort to assess the operation of the local criminal justice system and its effect on jail use, and to make reasoned decisions on various issues, including, but not limited to, whether additional jail beds were needed. The culmination of activities by the Committee as well as various consultants led to the preparation of the *Napa County Adult Correctional System Master Plan*, which was prepared as three, phased reports in 2007, 2008, and 2010. These reports identified deficiencies in programs, practices, and capacity. Specifically, and according to findings presented in the *Napa County Adult Correctional System Master Plan Phase 1 Final Report* (Napa County 2007), it was determined that the existing jail has physical and functional deficiencies in the following areas:

- ▲ Inmate Housing, including insufficient capacity;
- ▲ Inmate Processing;
- ▲ Indoor/Outdoor Recreation;
- ▲ Medical and Mental Health Services;
- ▲ Inmate Programs;
- ▲ Food Preparation and Dining; and
- ▲ Building Maintenance and Building Equipment

The County has been considering demolition and expansion of the existing jail for several years, to accommodate a growing inmate population, provide up-to-date security, and increase the operating efficiency of the facility. Meanwhile, two events have accelerated the need for more capacity: implementation of Assembly Bill (AB) 109 "Realignment" of the California correctional system, which allows lower risk offenders to serve their sentence in County Jail instead of State prison; and the State budget challenge, which has resulted in lower funding for courts.



Source: Data downloaded from Napa County in 2013; Adapted by Ascent Environmental in 2013

Exhibit 1-1



Source: Data downloaded from Napa County in 2013; Adapted by Arcost Environmental in 2013

Exhibit 1-2

Project Site and Vicinity



1.4 PROJECT OBJECTIVES

The County has developed the following objectives for the project:

- ▲ develop a cost-effective and state of the art jail facility that provides adequate and efficient inmate housing, programming, medical, and mental health space in compliance with relevant requirements;
- ▲ provide for the efficient and timely transportation of inmates to and from court appearances;
- ▲ address the goals of the *Napa County Adult Correctional System Master Plan*;
- ▲ accommodate 366 beds in the near term, with possible expansion to 526 beds in the future;
- ▲ assist in meeting the goals outlined in the County's approved community correction partnership plan; and
- ▲ ensure the jail is compatible with its neighborhood context and incorporates sustainable design features to the maximum extent feasible.

1.5 SUMMARY DESCRIPTION OF THE COUNTY JAIL PROJECT

The County proposes to acquire property and construct and operate a new jail, including a staff-secure facility, on approximately 15 to 20 acres in unincorporated Napa County. The three main components of the proposed project include:

- ▲ **New Jail.** The jail would be designed with an initial capacity of 366 beds, but would include core support facilities designed for expansion and occupancy of up to 526 beds in the event the County needs to add bed capacity at some point in the future. Ancillary facilities would include a storage and maintenance unit, administrative offices, food services, laundry, medical and mental health units, programming rooms, visiting areas, and inmate intake and release.
- ▲ **Staff-Secure Facility.** This facility would house 50 to 100 additional inmates, and would serve as a transitional step for inmates moving back to the community. The facility would also provide programming space, recreational areas, and staff offices, as well as kitchen and laundry space.
- ▲ **Use of Existing Jail.** The existing jail, located in downtown Napa, would remain in use as a day-holding facility for pre-trial inmates with Court appointments, and would also continue to accommodate County offices and meeting space.

There are currently 96 staff positions at the existing Downtown Jail. Based on the County's analysis, approximately 32 new staff would be required for a 366-bed facility, bringing the total staff at the project site to approximately 128. If the project were ultimately expanded to 526 beds, approximately 74 new staff would be required, bringing the total staff at the project site to approximately 170. In addition, approximately 40 new staff would be needed for the staff-secure facility. The proposed facilities would operate 24 hours a day year-round, with three eight-hour shifts (watches) and an overlapping administrative shift. New employees would include correctional officers, administrative staff, and other types of support staff.

Construction of a 366-bed jail and staff-secure facility is anticipated to begin in March 2016 and would be completed in approximately 24 months. The new jail is planned to be fully operational by March 2018. Additional phasing to construct the additional 160 beds is unknown this time.

1.6 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

Implementation of the County Jail Project would result in the following significant unavoidable environmental impacts, following implementation of available mitigation measures:

- ▲ Impact 3.4-1, Generation of Greenhouse Gas Emissions
- ▲ Impact 3.9-1, Existing Plus Project Intersection Level of Service Impacts (Soscol Avenue-SR 221/SR 121-Imola Avenue and SR 221-Soscol Ferry Road/SR 29)
- ▲ Impact 3.9-2, Future Plus Project Intersection Level of Service Impacts (Soscol Avenue-SR 221/SR 121-Imola Avenue, SR 221-Soscol Ferry Road/SR 29, and Soscol Avenue/Silverado Trail)

1.7 CEQA PUBLIC REVIEW PROCESS

On August 16, 2013, the DEIR was released for a 45-day public review and comment period that ended on September 30, 2013. The DEIR was submitted to the State Clearinghouse for distribution to reviewing agencies. A notice of availability was published in the *Napa Valley Register* and distributed by the County to a project-specific mailing list.

Two public hearings to receive comments on the DEIR were held on September 18, 2013. The first public hearing was held during the regular meeting of the Napa County Planning Commission at 9 a.m., and the second public hearing was held at the Hall of Justice at 6 p.m. The first public hearing was recorded and a transcript was prepared. No public comments were received at the second public hearing.

Copies of the DEIR were available for public review at the following locations:

- ▲ Napa County Planning, Building, and Environmental Services Department at 1195 Third Street, Suite 210, Napa; and
- ▲ Napa Main Library at S80 Coombs Street, Napa.

The DEIR was also available for public review online at: <http://www.countyofnapa.org/pbes/jailEIR/>.

As a result of these notification efforts, written and verbal comments were received from state and local agencies, businesses, and individuals on the content of the DEIR. Chapter 3, "Responses to Comments on the DEIR," identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

The County will hold two public hearings before the Board of Supervisors in February and April 2014. At the February 2014 meeting, the Board will consider certification of the EIR; and at the April 2014 meeting, the Board will decide whether to approve the County Jail Project, exercise an option agreement on the Pacific Coast parcel, and whether to adopt the CEQA Findings. The public and interested agencies may comment on the project at either or both meetings.

1.8 ORGANIZATION OF THIS FEIR

This FEIR is organized as follows:

Chapter 1, "Introduction," describes the purpose of the FEIR, summarizes the County Jail Project and the major conclusions of the DEIR, provides an overview of the CEQA public review process, and describes the content of the FEIR.

Chapter 2, “Minor Modifications to the County Jail Project,” presents minor modifications to the County Jail Project as a result of ongoing planning and design refinements since release of the DEIR.

Chapter 3, “Responses to Comments on the DEIR,” contains a list of all parties who submitted comments on the DEIR during the public review period, copies of the comment letters received, a copy of the transcript from the September 18 public hearing, and responses to the comments.

Chapter 4, “Revisions to the DEIR,” presents revisions to the DEIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

Chapter 5, “References,” identifies the documents used as sources for the analysis.

Chapter 6, “List of Preparers,” lists the individuals who assisted in the preparation of this document.

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2 MINOR MODIFICATIONS TO THE COUNTY JAIL PROJECT

2.1 INTRODUCTION

CEQA requires recirculation of an EIR when the lead agency adds “significant new information” to an EIR, regarding changes to the project description or the environmental setting, after public notice is given of the availability of a draft EIR for public review under State CEQA Guidelines California Code of Regulations (CCR) Section 15087, but before EIR certification (State CEQA Guidelines CCR Section 15088.5[a]). Recirculation is not required unless the EIR is changed in a way that would deprive the public of the opportunity to comment on significant new information, including a new significant impact in which no feasible mitigation is available to fully mitigate the impact (thus resulting in a significant and unavoidable impact), a substantial increase in the severity of a disclosed environmental impact, or development of a new feasible alternative or mitigation measures that would clearly lessen environmental impacts but which the project proponent declines to adopt (State CEQA Guidelines CCR Section 15088.5[a]). Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (State CEQA Guidelines CCR Section 15088.5[b]).

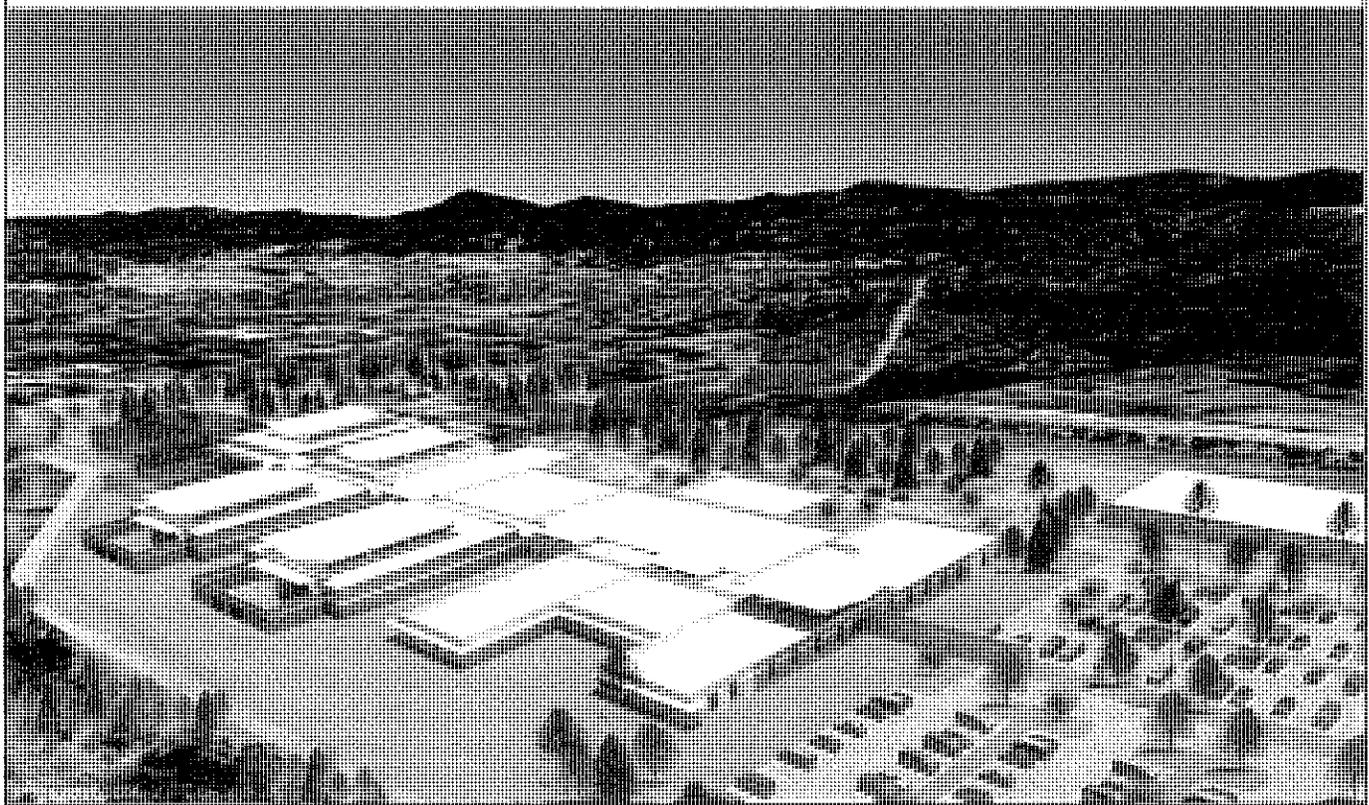
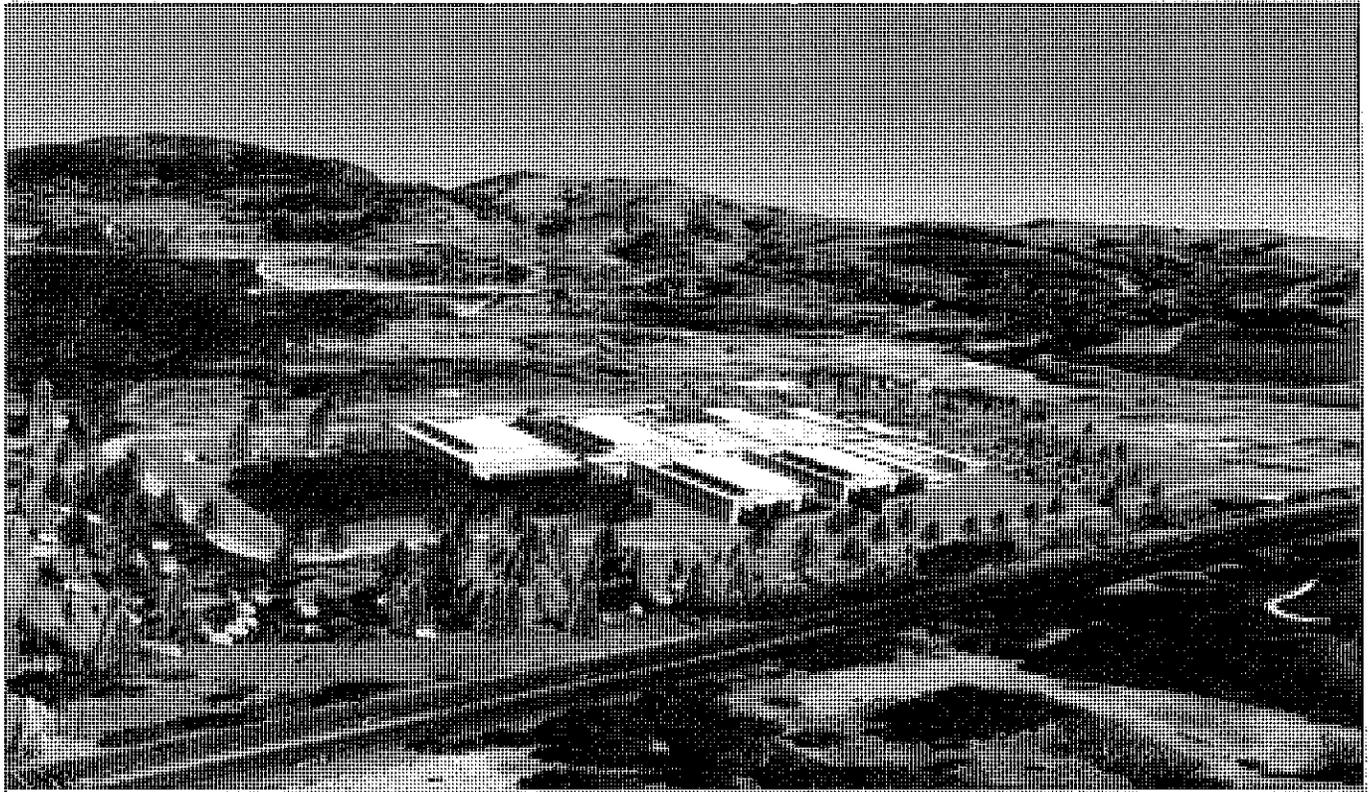
Since release of the DEIR, the County has continued to refine the features of the County Jail Project. As a result of these planning and design refinements, the County Jail Project has undergone minor modifications that are identified in the following discussion. These modifications would not substantially increase the severity of an impact or create a new significant impact, as discussed further below. Therefore, recirculation of the EIR would not be required.

2.2 PROJECT LOCATION REFINEMENT (COUNTY PREFERENCE FOR PACIFIC COAST PARCEL)

The DEIR described and evaluated the potential environmental impacts of constructing a new jail on one of two contiguous parcels that are currently privately owned and zoned for industrial use (Pacific Coast parcel: assessor’s parcel number [APN] 046-370-021; Boca parcel: APN 046-370-024). The DEIR explained that further site planning and design would be needed to determine precisely where the new jail would be located on one or both of these parcels. Nonetheless, the DEIR analysis evaluated two possible site development layouts and assessed impacts associated with development of one or both parcels.

Since release of the DEIR, County staff has expressed a preference to locate the proposed project on the Pacific Coast parcel (Exhibits 2-1 and 2-2). The County and the owner of the Pacific Coast parcel have negotiated an option agreement, should the project be approved by the Napa County Board of Supervisors (planned for consideration in February 2014). The option agreement is contingent upon completion of this EIR process and the Board’s evaluation of all the alternatives and mitigation measures. If the Board chooses to approve the project, and chooses to implement the project on the Pacific Coast parcel, the Board would then execute the option agreement, indicating their preference for acquisition of the Pacific Coast parcel, rather than the Boca parcel. A final decision on site acquisition cannot occur until the FEIR has been completed and certified, and the project approved.

The Pacific Coast parcel is located within the overall footprint—two contiguous parcels encompassing a total of approximately 82 acres—that was analyzed in the DEIR. This project change does not constitute significant new information that would require recirculation of the document because no new significant or substantially more severe environmental impacts have been identified.



Source: Modified from C&A, Inc. in 2012; adapted by Arcadis Environmental in 2013

Exhibit 2-2

Pacific Coast Parcel Conceptual Site Plan Simulations



2.3 CHANGE IN EXISTING CONDITIONS ON PROJECT SITE (SOME EXISTING STRUCTURES DEMOLISHED)

The DEIR described the Pacific Coast parcel in its existing condition (defined in CEQA terms as the release date of the notice of preparation, which was January 29, 2013). Specifically, on that date, the Pacific Coast parcel contained a complex of eight abandoned, industrial buildings; two small modern buildings; and a rectangular, open bay, partitioned sand/gravel storage area.

Over a year ago, and separate and independent from the proposed project, What Properties, LP, the owner of the Pacific Coast parcel, applied for demolition permits from the County for some of the buildings on the site. Recently, those applications were renewed. Demolition permits are ministerial, meaning that they involve little or no personal judgment by the public official as to the wisdom or manner of carrying out the project (State CEQA Guidelines CCR Section 15369); therefore, the County issued the permits allowing demolition to proceed. As a result, the Pacific Coast parcel now includes some but not all of the buildings described in the DEIR.

2.4 STAFF-SECURE FACILITY LOCATION REFINEMENT

The DEIR described and evaluated the environmental impacts of constructing a staff-secure facility adjacent to the new jail to serve as a transitional step for inmates moving back to the community. Also described, though not evaluated, in the DEIR is the County's earlier intention to temporarily use an existing, vacant building on the grounds of the Napa State Hospital at 2100 Napa-Vallejo Highway until the new jail and permanent staff-secure facility could be built.

Since release of the DEIR, the County has abandoned the concept for a temporary staff-secure facility at the Napa State Hospital, and is now proposing to permanently locate the staff-secure facility at the project site, as described in the DEIR. The potential environmental impacts associated with construction and operation of the proposed staff-secure facility are evaluated throughout the DEIR, and mitigation is identified where appropriate. This project change does not constitute significant new information that would require recirculation of the document because no new significant or substantially more severe environmental impacts have been identified.

2.5 DESIGN REFINEMENTS OF PLANNED PEDESTRIAN/ BICYCLE TRAIL (MITIGATION MEASURE 3.9-4a)

The DEIR contained the following mitigation measure:

Mitigation Measure 3.9-4a. Construct Pedestrian and Bicycle Facilities Serving the Site and Connecting to Nearby Facilities. The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221.

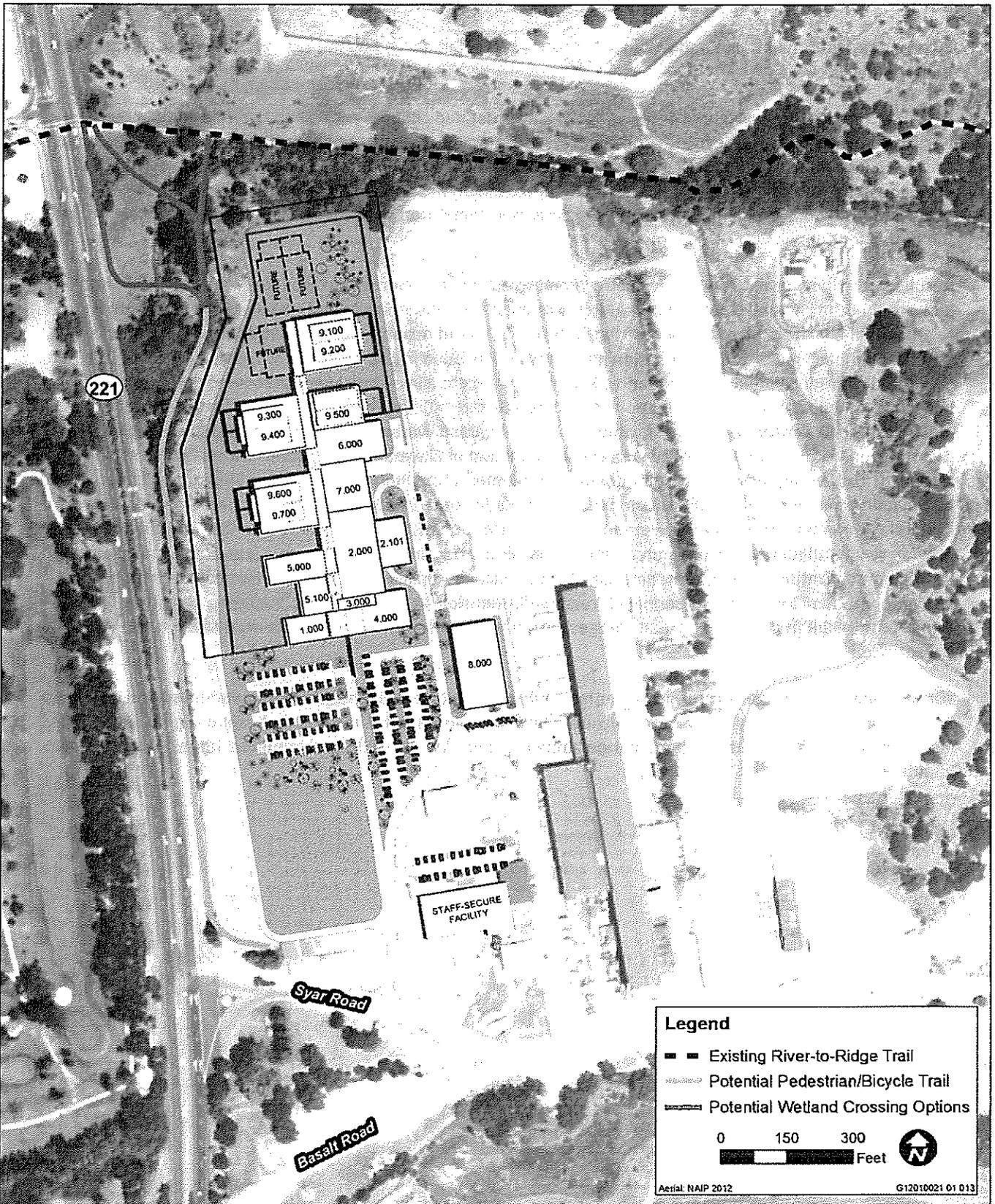
Following DEIR release and during preparation of the FEIR, further engineering investigation was completed to confirm that the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a) can be constructed on the east side of SR 221 within the limits of the project site. Exhibit 2-3 shows a potential layout for the proposed pedestrian/bicycle trail connecting the project site to existing pedestrian/bicycle facilities at Streblow Drive. The trail would weave into the site, away from the existing California Department of Transportation right-of-way, to avoid many large trees and drainage ditches. The trail would be constructed entirely within the footprint of the project site, but outside of the secure perimeter of the new jail. The environmental effects of constructing the proposed trail were considered and evaluated throughout the DEIR. Further, mitigation measures have been

incorporated into the project and would be adopted and implemented by the County to reduce impacts to less-than-significant levels.

Exhibit 2-3 shows three potential crossing options for a defined channel with steep banks located in the northern portion of the project site. Construction of the trail in this area would include installation of a bridge that would span the channel for a distance of approximately 40 to 50 feet. The bridge footings would be installed on the top of the banks, and would not encroach on the bed of the channel or be within the ordinary high water mark of the channel; however, some riparian vegetation would likely be removed to accommodate the bridge footings.

Results of the biological resources evaluation conducted for the proposed project (see Appendix B of the DEIR) indicate that the channel would be considered waters of the United States and waters of the state subject to regulation. If construction of the pedestrian/bicycle trail would result in fill of wetlands or other waters, a significant impact could result. Mitigation measures are included in the DEIR (see Mitigation Measure BIO-3 in Table ES-1) to reduce impacts to wetlands and other waters to a less-than-significant level; these measures include conducting a wetland delineation, obtaining a Section 404 permit from the U.S. Army Corps of Engineers and a Section 401 water quality certification from the Regional Water Quality Control Board, and replacing or restoring on a "no net loss" basis the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Removal of riparian habitat, which is regulated by the California Department of Fish and Wildlife under Sections 1600-1616 of the Fish and Game Code, would require a Streambed Alteration Agreement. Although trail construction would increase the severity of the previously identified biological resources impact, the impact could be mitigated to a less-than-significant level through modification of Mitigation Measure BIO-3 to include replacing or restoring riparian habitat at a mitigation ratio of 1 to 1 and preparing a Streambed Alteration Agreement (see Chapter 4, "Revisions to the DEIR," of this FEIR for the specific text changes). No other significant impacts would result from trail construction.

These changes do not constitute significant new information that would require recirculation of the DEIR because no new significant or substantially more severe environmental impacts that cannot be mitigated to a less-than-significant level through mitigation already included in the DEIR (and modified in the FEIR) have been identified.



Source: Data received from CGL (building design) and RSA (trail design) in 2013; adapted by Ascent Environmental in 2013

Exhibit 2-3

Potential Pedestrian/Bicycle Trail



3 RESPONSES TO COMMENTS ON THE DEIR

This chapter contains comment letters received during the public review period for the DEIR, which concluded on September 30, 2013, including transcribed comments received during the September 18, 2013 public hearing. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the DEIR.

Two public hearings to receive comments on the DEIR were held on September 18, 2013. The first public hearing was held during the regular meeting of the Napa County Planning Commission at 9 a.m., and the second public hearing was held at the Hall of Justice at 6 p.m. The first public hearing was recorded and a transcript was prepared. No public comments were received at the second public hearing.

3.1 LIST OF COMMENTERS ON THE DEIR

Table 3-1 below indicates the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

Table 3-1 List of Commenters		
Letter#	Commenter	Date of Comment
State Agencies (S)		
S1	California Department of Transportation	September 30, 2013
Local Agencies (L)		
L1	Napa County Local Agency Formation Commission	August 19, 2013
L2	City of Napa Community Development Department, Planning Division	September 30, 2013
L3	Napa Sanitation District	September 30, 2013
Businesses (B)		
B1	Syar Industries, Inc.	September 30, 2013
B2	Cakebread Cellars	September 30, 2013
Individuals (I)		
I1	Bruce Graham	September 24, 2013
I2	Joe Carter	September 20, 2013
Public Hearing (PH)		
PH1	9 a.m. Public Hearing on the DEIR	September 18, 2013

3.2 COMMENTS AND RESPONSES ON THE DEIR

The verbal and written individual comments received on the DEIR and the responses to those comments are provided below. The comment letters and verbal comments made at public meetings are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.



STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711



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Napa County Planning, Building
& Environmental Services

September 30, 2013

NAP221032
NAP-221-1.61
SCH# 2013012072

Mr. Brian Bordona
Napa County Planning, Building, and
Environmental Services Department
1195 Third Street, Suite 210
Napa, CA 94559

Dear Mr. Bordona:

County Jail and Ancillary Facilities Project – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above project. The following comments are based on the Draft Environmental Impact Report.

Traffic Impact Study

- 1. The Traffic Impact Study must include the analysis whether the Existing left-turn storage length for the following study intersections can accommodate additional project volumes under Existing and Future Plus Project conditions:
a. #5, State Route (SR) 121 West Imola Avenue/SR 221 Soscol Avenue
b. #7, SR 221/Streblow Drive
c. #8, SR 221/Project Access
2. Turning Movement Traffic per Study Intersection under 2030 Cumulative + Project Conditions (page 3.9-13): Exhibit 3.9-5 Future Project Trips seems to demonstrate the projected turning movement traffic per study intersection under Cumulative Conditions. Please verify "Future Year" is same as "2030 Cumulative." Please provide turning movement traffic diagram per study intersection under 2030 Cumulative + Project Conditions for our further review.

S1-1

S1-2

Highway and Traffic Operations

- 1. All project site access modifications, lane configuration changes on SR 221, and mitigation measures must be approved and coordinated with Caltrans.
2. Please provide plans and specifications for all modifications within the state right of way.
3. Please provide a copy of the Traffic Management Control Plan for review.

S1-3

S1-4

S1-5

"Caltrans Improves mobility across California"

Mr. Brian Bordona/County of Napa
September 30, 2013
Page 2

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

Letter S1 Response **California Department of Transportation**
Erik Alm, AICP, District Branch Chief, Local Development – Intergovernmental Review
 September 30, 2013

S1-1 The commenter requests analysis of whether the existing left-turn storage length can accommodate additional project volumes under Existing and Future Plus Project conditions for the following study intersections: Soscol Avenue - State Route (SR) 221/SR 121- Imola Avenue, SR 221/ Streblow Drive, and SR 221/Main Access. No left-turning project trips were assigned to SR 221/Streblow Drive; however, due to the potential impact on the storage length associated with adding traffic to the through movements on SR 221, this intersection as well as the two others identified by the commenter were evaluated to determine queue lengths without and with the project. The projected vehicle queues were estimated using the applied timing schemes in SIMTRAFFIC, which is a traffic simulation extension of SYNCHRO. SIMTRAFFIC generates random “seeding” of vehicles on the street network and then simulates how vehicles will flow through the system using the actual volumes, phasing, and timing developed in SYNCHRO. Because each SIMTRAFFIC run is unique, a series of five separate “runs” was used to develop queuing estimates. The maximum queues projected for each lane in the five SIMTRAFFIC runs were averaged and are then reported. The results are summarized below in Tables 3-2 and 3-3. As indicated in the tables, the addition of project trips is not expected to cause or contribute to excessive queuing conditions under existing or future conditions except that queuing is expected to exceed available storage length in the left-turn lane on the northbound approach to Soscol Avenue-SR 221/SR 121-Imola Avenue under future conditions either without or with the project. Because the proposed project would increase the queuing by only 3 feet, which is considerably less than a car length, this additional queuing is considered a less-than-significant impact. The City may wish to consider extending the northbound left-turn lane on SR 221 at Soscol Avenue-SR 221/SR 121-Imola Avenue as part of future plans to improve the intersection. The payment of a proportional share of the costs of these future improvements, as identified in Mitigation Measure 3.9-1a, would offset the project’s minimal impact on the queuing.

Table 3-2 Existing and Existing plus Phase II Intersection Queuing Results									
Intersection	Northbound		Southbound		Eastbound		Westbound		
	L	T	L	T	L	T	L	T	
5. Soscol Ave-SR 221/SR 121-Imola Ave									
Available Storage	450	750	130	2,810	450	1,190	200	1,230	
Maximum Queue	AM	146/209	215/200	151/142	370/475	214/256	290/279	224/174	376/227
	PM	358/278	338/285	149/104	361/382	260/221	271/299	215/147	271/394
7. SR 221/Streblow Drive									
Available Storage	310	500	-/-	2,780	60	-/-	-/-	-/-	
Maximum Queue	AM	201/186	55/84	-/-	267/154	12/52	-/-	-/-	-/-
	PM	127/100	173/131	-/-	348/237	71/57	-/-	-/-	-/-
8. SR 221/Main Access ¹									
Available Storage	-/-	2,550	270	340	-/-	-/-	860	-/-	
Maximum Queue	AM	-/-	-/4	36/62	-/-	-/-	-/-	108/165	-/-
	PM	-/-	-/-	16/41	-/-	-/-	-/-	23/80	-/-
Notes:	¹ SSSC = Side-Street Stop-Controlled Queuing results by scenario are shown as Existing/Existing plus Phase II Queuing results are in feet Bold text indicates that project trips contribute to queues and exceed available storage								
Source:	Data provided by Whitlock & Weinberger Transportation, Inc. in 2013								

Intersection	Northbound		Southbound		Eastbound		Westbound		
	L	T	L	T	L	T	L	T	
5. Soscol Ave-SR 221/SR 121-Imola Ave									
Available Storage		450	750	130	2,810	450	1,190	200	1,230
Maximum Queue	AM	294/259	269/353	136/146	954/1,151	213/173	1,221/1,229	225/225	985/1,148
	PM	471/474	627/747	140/141	1,202/1,955	383/391	521/510	224/224	849/818
7. SR 221/Streblow Drive									
Available Storage		310	500	-/-	2,780	60	-/-	-/-	-/-
Maximum Queue	AM	195/226	117/114	-/-	253/332	48/64	-/-	-/-	-/-
	PM	131/132	206/166	-/-	401/409	73/83	-/-	-/-	-/-
8. SR 221/Main Access¹									
Available Storage		-/-	2,550	270	340	-/-	-/-	860	-/-
Maximum Queue	AM	-/-	-/-	33/71	9/23	-/-	-/-	223/393	-/-
	PM	-/-	-/4	5/51	-/-	-/-	-/-	43/303	-/-
Notes: ¹ SSSC = Side-Street Stop-Controlled Queuing results by scenario are shown as Future/Future plus Phase II Queuing results are in feet Bold text indicates that project trips contribute to queues and exceed available storage									
Source: Data provided by Whitlock & Weinberger Transportation, Inc., 013									

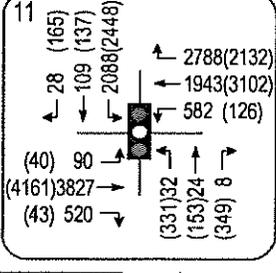
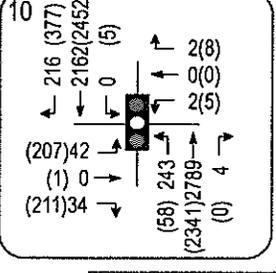
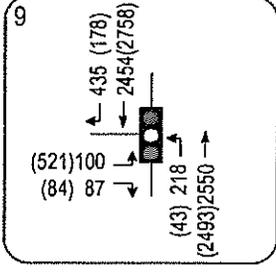
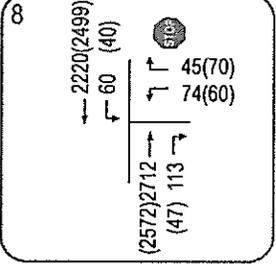
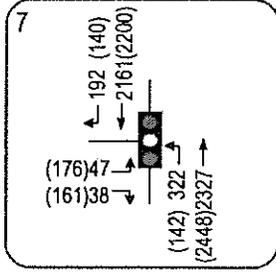
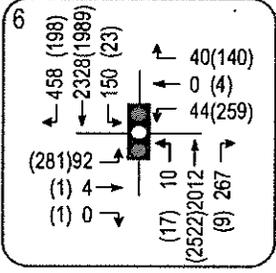
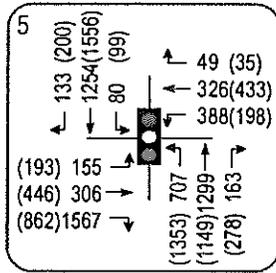
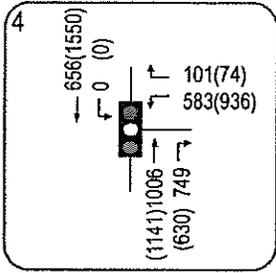
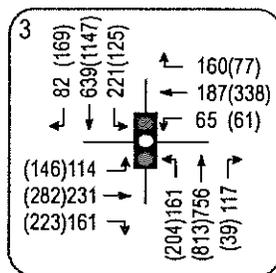
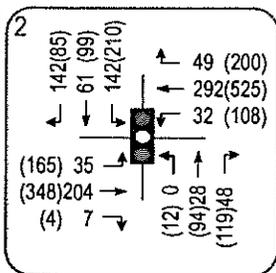
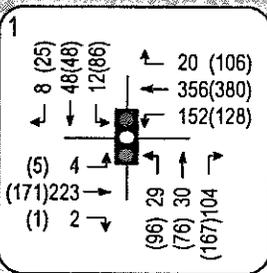
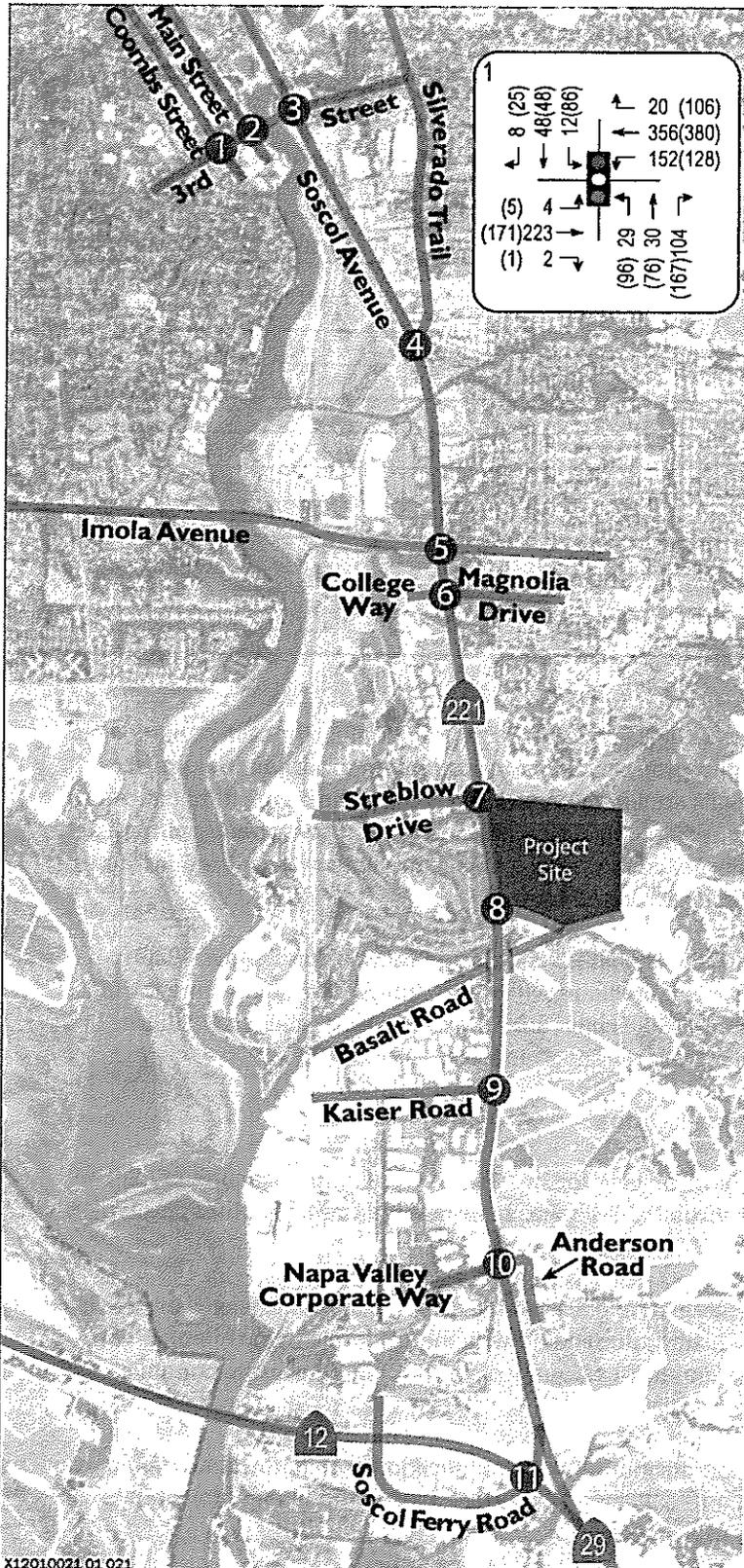
Because of the random seeding of vehicles as well as the optimization of timing for each scenario, it is not unusual to obtain better results for "plus project" conditions compared to without the project, which is the case for many of the results indicated in the tables. While this would appear to indicate an improvement, it should instead be recognized as a highly variable analysis for comparative purposes that indicates that the project will generally result in similar queuing, but not any significant increases, which are defined as being at least one car length, or 20 feet.

- SI-2 The commenter requests verification that DEIR Exhibit 3.9-5, "Future Project Trips," shows 2030 cumulative conditions, and requests that a diagram be provided that shows turning movement traffic under 2030 Cumulative + Project Conditions. DEIR Exhibit 3.9-5 was incorrectly labeled as "Future Project Trips." To provide clarification, the title is revised as follows:

Exhibit 3.9-5a, "Future (Without Project) Trips"

As noted on page 3.9-13 of the DEIR, the horizon year for the "Future Conditions" scenario is 2030. In response to this comment, a new exhibit (Exhibit 3.9-5b) has been created to show Future plus Project (Phase II) volumes, as requested.

- SI-3 The commenter notes that all project site access modifications, lane configuration changes on SR 221, and mitigation measures must be approved and coordinated with the California Department of Transportation (Caltrans). The comment is noted. The County of Napa (County) plans to continue coordinating with Caltrans through project design.
- SI-4 The commenter requests that plans and specifications for all modifications within the state right of way be provided to Caltrans. The comment is noted. Plans and specifications for off-site improvements will be developed as part of a future stage of project design.



LEGEND
 ● Study Intersection
 xx A.M. Peak Hour Volume
 (xx) P.M. Peak Hour Volume

North
 Not to Scale

X12010021 01 021

Source: Provided by Whitlock & Weinberger Transportation, Inc. in 2013

Exhibit 3.9-5b

Future (Plus Project) Trips



- S1-5 The commenter requests a copy of the Traffic Management Control Plan. Mitigation Measure 3.9-3 on page 3.9-33 of the DEIR requires that the County prepare a construction Traffic Management Plan in consultation with the applicable transportation entities, including Caltrans for state roadway facilities and the City of Napa. A copy of the construction Traffic Management Plan will be provided to Caltrans prior to the start of project construction.

www.napa.lafco.ca.gov
(707) 259-8645 Telephone

cc: Brad Wagentecht, LAFCO Chair
Jackie Gong, LAFCO Counsel
Tim Healy, Napa Sanitation District
Rick Tooker, City of Napa
Larry Florin, County of Napa

NAPA LAFCO COMMENTS
COUNTY JAIL PROJECT DEIR

Submitted by Keene Simonds, Executive Officer
August 19, 2013

EXECUTIVE SUMMARY SECTION

POTENTIAL APPROVALS AND PERMITS REQUIRED

The County is the lead agency, as defined by CEQA, for this EIR, and has the principal responsibility for ensuring that the requirements of CEQA have been met. After the EIR public review process is complete, the Board is the party responsible for certifying that the EIR adequately evaluates the environmental impacts of the County Jail Project. The Board has the authority to either approve or reject the County Jail Project.

Permits and approvals may be required from the following state and local agencies for construction of the proposed project:

STATE

- Bay Area Air Quality Management District: Authority to construct (for devices like emergency generators that emit air pollutants); permit to operate.
- Board of State and Community Corrections: Compliance with adult Title 15 Regulations, and possible additional consultation if required.
- California Department of Fish and Wildlife, Region 3: Possible consultation.
- California Department of Transportation, District 4: Encroachment permit.
- San Francisco Bay Regional Water Quality Control Board: National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

LOCAL

- City of Napa: Water service and related infrastructure plans.
- Napa County Local Agency Formation Commission: Sphere amendment (City and Napa Sanitation District) and outside service extensions (City and Napa Sanitation District).
- Napa Sanitation District: Wastewater services and related infrastructure plans.

Deleted: .
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L1-3

PROJECT DESCRIPTION SECTION

2.4.5 UTILITIES AND SERVICE SYSTEMS

The project would include extension of utility infrastructure to the new jail site for water, wastewater, electricity, and natural gas. It is assumed that water and wastewater extensions would connect to existing underground pipes immediately west of SR 221. Existing electrical and natural gas infrastructure is available for both parcels, although upgrades would be necessary to accommodate the project's increased demand.

Exhibit 2-9 shows the project site in relation to the City's and the Napa Sanitation District's (NSD) spheres of influence (SOI). Approval of sphere of influence (SOI) amendments by the Napa County Local Agency Formation Commission (LAFCO) would be needed to add the project site to the City and the NSD SOI in order for either agency to provide water and sewer services, respectively, through a subsequent annexation or outside service extension approval. It is the explicit expectation of this document that the project will be served by outside service extensions given the County desires to maintain land use control over the site going forward.

WATER

The project site is located outside the jurisdictional boundary and SOI of the City of Napa, which provides potable water service to the surrounding central county region. The proposed project would require an amendment to the City's SOI and connection to the City's water system through a subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is an abandoned fire service location on the east side of SR 221 across from the project site (see Exhibit 3.10-1 in Section 3.10, "Utilities and Service Systems"). The proposed project includes trenching and installing pipelines under SR 221 to connect the project site to the City's water system.

Domestic water is currently supplied to the project site from a private water system that uses local groundwater wells. The proposed project would not use groundwater (including these existing wells) for its water supply needs. Depending on the final site configuration selected, the existing groundwater wells would be avoided and/or decommissioned in accordance with applicable state and county requirements.

- Deleted: The project site is within the City's historic water service area, but is not within their SOI, it is not within NSD's service area or SOI.
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- Deleted: on the project site, and these agencies would need to agree to provide their respective services
- Deleted: For the City to serve a site outside its jurisdictional boundaries, LAFCO would also have to approve an outside service agreement pursuant to California Government Code Section 56133. This could be done concurrently with the SOI expansion.
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L1-3 cont'd

¹ LAFCO approval factors for SOI amendments are outlined under Government Code 56425. LAFCO approval factors for annexations are outlined under Government Code 56375. LAFCO approval factors for outside service extensions are outlined under 56133.

WASTEWATER

The project site is located outside of the ~~jurisdictional boundary and SOI of the NSD. The proposed project would require an amendment to NSD's SOI and connection to the NSD wastewater collection and treatment system through a concurrent or subsequent outside service extension approval, all of which require separate LAFCO approvals.~~ The closest potential connection point is between the Napa River and SR 221, parallel and adjacent to the Southern Pacific railroad track, approximately 0.6 mile from the project site (see Exhibit 3.10-1 in Section 3.10, "Utilities and Service Systems"). A new connection could be established through two routes: along Streblov Road to connect to the Napa Municipal Golf Course or along Basalt Road to connect near Enterprise Court (see Exhibit 3.10-1). A connection through Streblov Road would be approximately 0.5 mile long, and a connection along Basalt Road would be approximately 0.3 mile long. The specifics of the feasibility of these routes would be determined during detailed project design; however, connections would be made through existing roadways, and would require the County or NSD to obtain right-of-way and easements from relevant agencies (e.g., Caltrans, City of Napa). The environmental impacts of both of these routes are evaluated in this DEIR.

- ~~Deleted: service area~~
- ~~Deleted: use~~
- ~~Deleted: the sphere of influence~~
- ~~Deleted: boundaries~~

L1-3 cont'd

Currently, the Pacific Coast parcel is served by an onsite septic system with a 1,500-gallon concrete septic tank with sanitary waste capacity of 225 gallons per day (gpd). The system is located at the property line between the Pacific Coast and Boca parcels within an undeveloped area. The details of any septic system on the Boca parcel are unknown at this time. Depending on the final site configuration selected, the existing septic system(s) would be avoided or decommissioned in accordance with applicable state and county requirements.

2.5 POTENTIAL APPROVALS AND PERMITS REQUIRED

Several agencies will be involved in the consideration of proposed project elements. As the lead agency under CEQA, Napa County is responsible for considering the adequacy of the EIR and determining if the overall project should be approved.

Permits and approvals may be required from the following state and local agencies for construction of the proposed project:

State

- Bay Area Air Quality Management District: Authority to construct (for devices like emergency generators that emit air pollutants); permit to operate.
- Board of State and Community Corrections: Compliance with adult Title 15 Regulations, and possible additional consultation if required.
- California Department of Fish and Wildlife, Region 3: Possible consultation.
- California Department of Transportation, District 4: Encroachment permit.
- San Francisco Bay Regional Water Quality Control Board: NPDES construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre, discharge permit for stormwater, and Clean Water Act Section 401 water quality certification or waste discharge requirements.

Local

- City of Napa: Water service and related infrastructure plans.
- Napa County Local Agency Formation Commission: Sphere amendments (City and NSD) and outside service extensions (City and NSD).
- Napa Sanitation District: Wastewater services and related infrastructure plans.

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Deleted: agreement
Deleted: , and extension of water and sewer services to the site

L1-3 cont'd

<p>Letter L1 Response</p>	<p>Napa County Local Agency Formation Commission Keene Simonds, Executive Officer August 19, 2013</p>
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L1-1 The commenter's proposed tracked changes (provided as comment L1-3, below) have been incorporated in the Executive Summary and Chapter 2, "Project Description," of the DEIR as shown below. The text changes proposed by the commenter provide additional detail and clarification related to potential approvals that LAFCO would make regarding project implementation. These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

The second to last bullet on page ES-3, under "Potential Approvals and Permits Required" of the DEIR is revised as follows:

- ▲ **Napa County Local Agency Formation Commission:** Sphere amendments (City and Napa Sanitation District); and outside service agreement extensions (City and Napa Sanitation District), and extension of water and sewer services to the site.

The second paragraph under Section 2.4.5, "Utilities and Service Systems," of the DEIR is revised as follows:

Exhibit 2-9 shows the project site in relation to the City's and the Napa Sanitation District's (NSD) spheres of influence (SOI). The project site is within the City's historic water service area, but is not within their SOI; it is not within NSD's service area or SOI. Approval of an SOI amendments from by the Napa County Local Agency Formation Commission (LAFCO) would be needed for to add the project site to the City and the NSD SOI for either agency to provide water and sewer services, respectively, to the project site, and these agencies would need to agree to provide their respective services through a subsequent annexation or outside service extension approval.¹ For the City to serve a site outside its jurisdictional boundaries, LAFCO would also have to approve an outside service agreement pursuant to California Government Code Section 56133. This could be done concurrently with the SOI expansion. It is the explicit expectation of this DEIR that the proposed project will be served by outside service extensions and that the site will not annex into the City of Napa.

The second paragraph on page 2-19 under "Water" of the DEIR is revised as follows:

The project site is located outside of the jurisdictional boundary and the sphere of influence SOI of the City of Napa, which provides potable water service to the surrounding central county region. The proposed project would require an amendment to the City's sphere of influence SOI and connection to the City's water system through a subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is an abandoned fire service location on the east side of SR 221 across from the project site (see Exhibit 3.10-1 in Section 3.10, "Utilities and Service Systems"). The proposed project includes trenching and installing pipelines under SR 221 to connect the project site to the City's water system.

¹ LAFCO approval factors for SOI amendments, annexations, and outside service extensions are outlined under California Government Code Sections 56425, 56375, and 56133, respectively.

The fourth paragraph on page 2-19 under “Wastewater” of the DEIR is revised as follows:

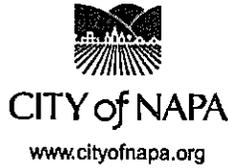
The project site is located outside of the ~~service area boundaries~~ jurisdictional boundary and the ~~sphere of influence SOI~~ SOI of the NSD. The proposed project would require an amendment to NSD’s ~~boundaries-SOI~~ SOI and connection to the NSD wastewater collection and treatment system through a concurrent or subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is between the Napa River and SR 221, parallel and adjacent to the Southern Pacific railroad track, approximately 0.6 mile from the project site (see Exhibit 3.10-1 in Section 3.10, “Utilities and Service Systems”). A new connection could be established through two routes: along Streblow Road to connect to the Napa Municipal Golf Course or along Basalt Road to connect near Enterprise Court (see Exhibit 3.10-1). A connection through Streblow Road would be approximately 0.5 mile long, and a connection along Basalt Road would be approximately 0.3 mile long. The specifics of the feasibility of these routes would be determined during detailed project design; however, connections would be made through existing roadways, and would require the County or NSD to obtain right-of-way and easements from relevant agencies (e.g., Caltrans, City of Napa). The environmental impacts of both of these routes are evaluated in this DEIR.

The second to last bullet under Section 2.5, “Potential Approvals and Permits Required,” of the DEIR is revised as follows:

- ▶ **Napa County Local Agency Formation Commission:** Sphere amendments (City and NSD); and outside service agreement extensions (City and NSD); ~~and extension of water and sewer services to the site.~~

L1-2 The commenter’s note about Napa County LAFCO being in the process of preparing its 5-year sphere of influence updates for both the City of Napa and the Napa Sanitation District (NSD) is noted. The County will, as the commenter suggests, remain alert to these pending updates.

L1-3 See response to comment L1-1.



RECEIVED

SEP 30 2013

Napa County Planning, Building & Environmental Services

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
1600 First Street
Mailing Address:
P.O. Box 660
Napa, California 94559-0660
Phone: 707-257-9530
Fax: 707-257-9522
TTY: (707) 257-9506

HAND DELIVERED

September 30, 2013

Mr. Brian Bordona
Napa County Planning, Building and Environmental Services Department
1195 Third Street, 2nd Floor
Napa, CA 94559

RE: Draft Environmental Impact Report (DEIR) – County Jail Project

Dear Mr. Bordona,

As a responsible agency under the California Environmental Quality Act (CEQA), the City of Napa has reviewed the Draft Environmental Impact Report (DEIR) for the County Jail Project. The project description contemplates the development of a new County jail facility with the maximum capacity of 526 beds, a staff secure facility with a capacity of 50 to 100 additional inmates, including ancillary facilities to include a storage and maintenance unit, administrative offices, food services, laundry, medical and mental health units, programing rooms, visiting areas, and inmate intake and release on 15 to 20 acres of land currently zoned for industrial uses. The City appreciates this opportunity to provide the following comments on the Project and the DEIR, and anticipates working cooperatively with the County to ensure that the relocation of the County jail within the City continues to promote the quality of life in the City and the County:

The Draft EIR (p.3.2-1) identifies the portion of SR 221 that is adjacent to the project site as not being an Officially Designated State Scenic Highway, although it recognizes it is categorized as "Eligible for Designation". However, this portion of SR 221 is identified in the City of Napa General Plan (LU-1.6, Figure 1-3) as a scenic corridor. The City of Napa's General Plan contains policies that endeavor to improve the scenic character of this road. The Napa General Plan also identifies the location as a gateway which it seeks to protect. Please clarify and illustrate through photo simulations the visual change that would result from the project to help substantiate the conclusion that the jail facility would not represent a substantial adverse visual change to a prominent gateway to the City of Napa. Also, please provide additional rationale for your conclusion that "Light and Glare Impacts" will be less than significant (p.3.2-16). Reliance on the requirements of the California Building Code (CCR, Title 24) is not inconclusive that glare or "skyglow" would be a less than significant impact. It is recommended that a photometric analysis be prepared for the project.

L2-1

The Land Use section in the Draft EIR (p.3.7-5, p.3.10-1) identifies LAFCO as the agency responsible for approving requests by cities to extend municipal services such as water to areas outside their jurisdictional boundaries. However, it does not identify whether the County has

L2-2

Mr. Brian Bordona
 September 30, 2013
 Page 2 of 3

formed an agreement with the City of Napa for this request to LAFCO and if the City would endorse such a request. Please indicate that it is the intention of the County to submit a "will serve" request to the City. The Draft EIR also does not explain whether other water sources (e.g. ground water) are insufficient to serve the project and why the project does not seek annexation into the City. The Final EIR should address these issues and also include the following statement; the City of Napa Charter Section 180(B) states that the City of Napa may, in its sole discretion, provide City water service for areas or sites outside the RUL and outside the incorporated area of the City of Napa to be used for public service facilities including, but not limited to, fire and police stations and any similar facilities. If the City of Napa agrees to serve City water to the proposed County Jail site, the proposed site must be annexed into the City's Sphere of Influence. The following requirements would be applicable to the service request and should be considered in the Final EIR:

- Offsite improvements are necessary for water to be served to this property. The service to the property must be connected to the City distribution 8" water main at Streblov Drive. In order to mitigate the impacts to the existing system in this area, the Napa Valley College water service must be looped through to Streblov Drive. This will require the installation of a 6" meter and backflow device on an existing 8" stub to the college campus off Streblov Drive, and the extension of the existing 8" water main on-site end connection to the existing college water system.
- Two connections to this site are required to create an on-site looped system. Location of these connections are to be at sites approved by the City of Napa PW-Water Division. Connections will be master metered to accommodate both domestic and fire uses.
- Under no circumstances will connections directly to the 24-inch transmission main be permitted. No meter or private facilities shall be located within 20 feet of the existing transmission system with the exception of service crossings which shall be encased. Before and during any water facility installations near the transmission main potholing of the existing 24-inch active transmission main and the abandoned 16-inch steel water transmission main are required. Any drilling activities shall require full monitoring of the depth and horizontal locations of the drillhead. At no time shall the drillhead be within three feet of the existing active water transmission facilities.
- Contributions to transmission system improvements including the upgraded 24-inch transmission water main and the Imola Storage Tank that serves this area are necessary to serve the demands of this site.
- No transfer of water connection fee credits from the existing jail site on Main Street downtown Napa to this site will be permitted.

L2-2 cont'd

The Draft EIR does not analyze the LOS for the SR 221/Soscol Avenue corridor for existing, existing plus project, future, or future plus project conditions, therefore, the impacts to the LOS of the corridor from the proposed traffic signal at the intersection of SR 221/Main Access are unknown. The SR 221/Soscol Avenue corridor serves a high daily traffic volume, providing communitywide circulation for both the City and County of Napa. Optimization of free flowing traffic on highly used roadways is important to the overall circulation in a community. Regardless of an analysis of the LOS of this corridor, interconnecting the signals from SR 221/Napa Valley Corporate Way to SR 221(Soscol Avenue)/SR 121(Imola Avenue) and implementing a coordinated signal timing plan would assist in optimizing the flow of traffic on

L2-3

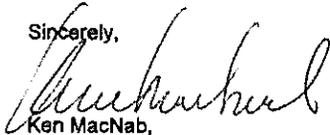
Mr. Brian Bordona
September 30, 2013
Page 3 of 3

this corridor and likely mitigate any potential impact to the corridor's LOS caused by the signalization of SR 221/Main Access

L2-3 cont'd

We appreciate the opportunity to comment on this DEIR and hope that the County will address the issues raised by the City in this letter. Please feel free to contact me at (707) 257-9530 should you have any questions or comments regarding this letter.

Sincerely,



Ken MacNab,
Planning Manager,
Community Development Department
City of Napa

c: Rick Tooker, Community Development Director

<p>Letter L2 Response</p>	<p>City of Napa, Community Development Department, Planning Division Ken MacNab, Planning Manager September 30, 2013</p>
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L2-1 The commenter requests that the DEIR be revised to indicate that the portion of State Route (SR) 221 adjacent to the project site be identified as a scenic corridor per the *City of Napa General Plan*. Because the project site is located outside of the City of Napa in unincorporated Napa County, the DEIR focuses on relevant policies of the *Napa County General Plan* rather than of the *City of Napa General Plan*; however, while the project site is not within the City's jurisdiction, the portion of SR 221 immediately adjacent to the project site is considered to be a scenic corridor as per the *City of Napa General Plan*. As such, relevant policies of the *City of Napa General Plan* have been incorporated as shown below. These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

The following text is added on page 3.2-4 of the DEIR immediately following the section titled, "Napa County Viewshed Protection Ordinance":

CITY OF NAPA GENERAL PLAN

The *City of Napa General Plan* Land Use Element (City of Napa 1998) prescribes the pattern of land use in Napa and sets out the standards for future development and redevelopment. Policies relevant to the proposed project are described below.

- ▲ Policy LU-1.5: The City shall refine the locations and concept of the key gateways to the city identified in Figure 1-3 [of the *City of Napa General Plan*], and shall establish gateway and scenic corridor design guidelines for both public and private development to ensure attractive entrances to the city. Greenways, open space, riparian corridors, wetland areas and agricultural land shall be considered as important components when they exist in gateway locations.
- ▲ Policy LU-1.6: The City shall designate SR 29, SR 121, and SR 221 as scenic corridors. The City shall endeavor to improve the scenic character of these roads through undergrounding of utilities, increased landscaping, street tree planting, and other improvements.

Additionally, the commenter requests that photo simulations be conducted to help substantiate the conclusion that the proposed project would not represent a substantial adverse visual change along SR 221. Photo simulations are included in Chapter 2, "Project Description," of the DEIR. Specifically, Exhibit 2-6 illustrates a photo simulation of the proposed project on the Pacific Coast parcel, which as described in Chapter 2, "Minor Modifications to the DEIR," of this FEIR, is the County's preferred site. While SR 221 is visible in Exhibit 2-6, the photo simulation is not specifically of SR 221. Three viewpoints, considered representative of views of the project site from publicly accessible areas, were selected for evaluation in the DEIR; two of these viewpoints are located along SR 221 (see pages 3.2-6 through 3.2-11 for descriptions of the viewpoints and Exhibits 3.2-1 through 3.2-3). Impacts 3.2-1 through 3.3-3 in the DEIR qualitatively describe the expected visual changes that would result from the proposed project, including those along SR 221 (see page 3.2-15 specifically). Impacts were determined to be less than significant primarily because project construction would replace derelict and deteriorating buildings, with newer more modern structures surrounded by landscaped areas and parking lots. The commenter does not offer any evidence to support a different conclusion; therefore, no further response is provided.

Regarding light and glare, the commenter requests additional rationale for the DEIR conclusion that light and glare impacts would be less than significant as well as the preparation of a photometric analysis. As a result of this comment, Impact 3.2-4, "Light and Glare Impacts," of the DEIR is revised as shown below. These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

Impact 3.2-4, "Light and Glare Impacts," of the DEIR is revised as follows:

Impact 3.2-4 **Light and Glare Impacts.** Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, ~~which would be similar in appearance to parking lot lighting at Napa Community College, northwest of the project site, and would be angled in towards the facility and perimeter security zones.~~ No high-mast lighting at the project site is proposed. ~~The project site is adjacent to rural land uses to the south and east, and lights installed on the site would be potentially visible from these areas. The new jail facility would be constructed with non-reflective materials similar to those used for the existing jail in Downtown Napa and would be located over 0.5 mile away from residential areas (sensitive to glare). Project construction would be subject to the requirements of the California Building Code (California Code of Regulations, Title 24), including Title 24, Part 6 of the California Code of Regulations. Compliance with the California Code of Regulations, Title 24 lighting and energy requirements would further ensure that light from the proposed project would not spill over to adjacent rural properties. Therefore, this impact is considered *less than significant*~~

As noted above, nighttime lighting in the vicinity of the project site is generally low and does not produce substantial glare or skyglow. ~~Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to parking lot lighting at Napa Valley Community College to the northwest of the project site. No high-mast lighting at the project site is proposed. The project site is adjacent to rural land uses to the south and east, and lights installed on the site would be potentially visible from these areas.~~

Similar to the design of the existing jail in Downtown Napa, the County would use exterior lighting that is designed to cast light only where needed, and to cut off glare to offsite areas. Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to existing parking lot lighting at Napa Valley Community College, northwest of the project site. This perimeter lighting would be angled in towards the facility and perimeter security zones. No high-mast lighting is proposed.

The new jail facility would be constructed with similar materials used for the existing jail in Downtown Napa. Because it is essential that the County maintain adequate site security and line-of-sight, non-reflective materials would be used in building design. Therefore, the proposed project would not result in any daytime glare-related impacts. The closest residential areas (sensitive to glare) are located north of the Napa State Hospital (Terrace-Shurtleff area) and west of SR 221 and east of the Napa River (River East area), approximately 0.7 mile and 0.9 mile, respectively, from the project site. Therefore, the project implementation would not result in a substantial increase in nighttime glare that would directly affect residential areas.

Project construction and operation would be subject to the requirements of the California Building Code (CCR, Title 24), which are also adopted as part of the Napa County Building Code

(Chapter 15.29 Energy Code, Section 15.29.101). Section 132 of Title 24, Part 6 CCR regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The Standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during other times when it is not needed. Luminaires with lamps larger than 175 watts (W) must be classified as cut-off so that the majority of the light is directed toward the ground. This would be consistent with the *Napa County General Plan Policy CC-34*. While the proposed project would increase lighting on the site, compliance with CBC lighting and energy requirements, would ensure that light would not spill over to adjacent rural properties. Therefore, this impact is considered **less than significant**.

Mitigation Measure

No mitigation is required.

- L2-2 While the DEIR identifies LAFCO as the agency responsible for approving requests by cities to extend municipal services such as water to areas outside their jurisdictional boundaries, the commenter notes that the DEIR does not identify whether the County has formed an agreement with the City for this request and does not disclose if the City would endorse such a request. Although the County has not “formed an agreement” with the City as to the provision of water service to the project site, the preparers of the DEIR consulted with engineers from the City’s Department of Public Works (Water Division) regarding potential water connection locations.

As a result of this comment and to add clarification, the fourth paragraph on page 3.10-15 of the DEIR is revised as follows:

The project site is located within the City’s water service area, but outside the City limits and the City’s sphere of influence. Existing water demands are provided by on-site wells. As shown in Exhibit 3.10-1, the nearest potential water connection to the project site is an abandoned fire service location on the east side of SR 221 across from the project site (Hether, pers. comm., 2013).

As a result of this comment and to add clarification, the third full paragraph on page 3.10-23 under Impact 3.10-1, “Water Supply and Infrastructure Impacts,” of the DEIR is revised as follows:

Water would be piped from a connection point located on the west side of SR 221 for a distance of approximately 0.2 mile (Hether, pers. comm., 2013). The pipeline would be installed along areas that are currently disturbed, including along Basalt Road and under SR 221. Impacts associated with installing the water pipeline would be similar to other earthmoving activities discussed throughout this document and would be mitigated as appropriate through measures described herein. Thus, impacts associated with the environmental effects of installation of a new water pipeline would be **less than significant**.

As a result of this and to add clarification, the following reference is added on page 8-10 of the DEIR under Section 3.10, “Utilities and Service Systems”:

Hether, Michael J. Associate Civil Engineer. City of Napa Department of Public Works (Water Division), Napa, CA. May 29, 2013—email to Marianne Lowenthal of Ascent Environmental regarding location of transmission mail along State Route 221 and potential water connection locations.

If the proposed project is approved, the County would continue to coordinate with the City regarding a water service extension to the project site, including potential location of infrastructure and payment of

fees. All physical environmental effects of providing water service to the project site have been evaluated in the DEIR.

As a result of this comment, the fourth paragraph under the section titled, "Local Agency Formation Commission," of the DEIR is revised as follows:

LAFCO is responsible for approving requests by cities and special districts to extend municipal services, such as water or sewer, outside their jurisdictional boundaries by contract or agreement with property owners (Government Code Section 56133). This process is intended to accommodate the logical extension of municipal services when annexation of the affected territory is not available or appropriate. Written requests to authorize an outside service agreement shall be filed with LAFCO's Executive Officer. It is the County's intention to submit a "will serve" request to the City to provide water service to the proposed project.

The City of Napa Charter Section 180(B) states that the City may, in its sole discretion, provide City water service for areas or sites outside the Rural Urban Limit and outside the incorporated area of the City to be used for public service facilities, including, but not limited to, fire and police stations and any similar facilities.

These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

Further, the commenter states that the DEIR does not explain whether other water sources (e.g., groundwater) are insufficient to serve the project and why the project does not seek annexation into the City. CEQA does not require EIRs to explain why certain project elements (in this case, water supply source) are selected instead of others. The DEIR states on page 2-19 that groundwater, including the existing wells on the project site, would not be used for the project's water supply needs (see also discussion on page 3.6-16 under "Issues or Potential Impacts not Discussed Further"). Regarding annexation, the County did not propose that the project site be annexed into the City because annexation would require an extension of the Rural Urban Limit by vote which can only be initiated by the City of Napa. In addition, the County plans to continue to provide law enforcement and fire services to the site. The County anticipates that the proposed project will be served by outside service extensions from the City and NSD. See also response to comment L1-1.

- L2-3 The commenter notes that the DEIR does not analyze LOS for the SR 221/Soscol Avenue corridor for existing, existing plus project, future, or future plus project conditions, and, therefore, the impacts to the LOS of the corridor from the proposed traffic signal at the intersection of SR 221/Main Access are unknown. The requested analysis is provided below. Arterial LOS was analyzed for the SR 221 corridor assuming that the signals were not coordinated. It was determined that the segment can be expected to operate acceptably at LOS D or better overall under all scenarios evaluated; there would be no degradation in the level of service upon adding the new traffic signal and project-generated traffic except that operation drops from LOS A to LOS B between future and future plus Phase I, which would be acceptable based on Caltrans standards. Therefore, impacts would be less than significant.

Table 3-4 indicates the speeds and resulting levels of service for the facility under each scenario.

Table 3-4 Arterial Level of Service Results				
SR 221 – Napa Vallejo Highway	AM Peak		PM Peak	
	Speed	LOS	Speed	LOS
Existing				
Northbound	44	A	41	B
Southbound	36	B	33	C
Existing plus Phase II				
Northbound	44	A	40	B
Southbound	35	B	34	C
Future				
Northbound	45	A	40	B
Southbound	23	D	29	D
Future plus Phase II				
Northbound	42	B	38	B
Southbound	26	D	25	D
Notes: The segment of SR 221 is a Class I arterial per the Highway Capacity Manual.				
Source: Data provided by Whitlock & Weinberger Transportation, Inc. in 2013				

Additionally, the commenter notes that regardless of an analysis of the LOS of this corridor, interconnecting the signals from SR 221/Napa Valley Corporate Way to SR 221 (Soscol Avenue)/SR 121 (Imola Avenue) and implementing a coordinated signal timing plan would assist in optimizing the flow of traffic on this corridor and likely mitigate any potential impact to the corridor's LOS caused by the signalization of SR 221/Main Access. The new signal recommended at the Project's entry would create spacing between signals that would lend itself to coordination. Current technologies allow for coordination to occur either with or without interconnection, or they can be interconnected using wireless technologies. While not required to maintain acceptable operation, Caltrans may wish to consider coordinating the traffic signals along SR 221 once the new signal becomes operational.



Dedicated to Preserving the Napa River for Generations to Come

L3

September 30, 2013

Mr. Brian Bordona
Supervising Planner
Napa County Conservation, Development and Planning
1195 Third Street, Suite 210
Napa, CA 94559

SUBJECT: Napa Sanitation District Comments on the Napa County Jail Project
Draft Environmental Impact Report (DEIR)

Dear Mr. Bordona:

The Napa Sanitation District (NSD) appreciates this opportunity to comment on the Napa County Jail Project Draft Environmental Impact Report (DEIR). NSD serves a population of approximately 80,000 with wastewater collection and treatment services within the City of Napa and nearby unincorporated areas of Napa County. The site of the proposed Napa County Jail Project (Project) is currently not served by NSD.

NSD has reviewed the DEIR and has compiled a list of comments on various aspects of the project related to wastewater collection, treatment, disposal and recycling, as well as public health and water quality impacts. Our comments are provided below:

1. The DEIR should be revised to indicate that the impacts of the additional loading from the Project is not included in the current County General Plan and is therefore not currently accounted for in the District's collection, treatment, and water recycling facilities master plans. The extent of the impacts on these systems must be determined through a study or studies conducted by the District and funded by the applicant. All costs associated with the identification and mitigation of these impacts must be paid for by the Project Applicant.
2. Under Impact 3.10-2 (page 3.10-24), the report states that the wastewater generation at the new jail would be partially offset by reductions expected at the existing jail site. District code does not allow transfer of capacity from one parcel to another. The District would analyze the impacts of the new jail at full build-out in addition to the capacity of the existing jail without any offset to the collection system and treatment capacity.
3. Mitigation Measure 3.10-2 (page 3.10-25) states that a "decrease in flow would allow for an increase in capacity at the WWTP (wastewater treatment

L3-1
L3-2
L3-3

Mr. Brian Bordona
September 30, 2013
Page 2

plant) to serve the project.” To clarify this statement, the collection system capacity is independent of the treatment capacity. Collection system and treatment capacity would both need to be analyzed. See comment #1 above.

L3-3 cont'd

NSD's core business is providing cost-effective wastewater collection and treatment to protect water quality and public health. We take seriously our responsibility to our existing and future ratepayers. While NSD does not take positions on land use matters, it is our responsibility to serve approved development within our boundaries. Thank you for the opportunity to submit comments. Please feel free to contact me at (707) 258-6004 or jjohnson@napasan.com if you have any questions or would like additional information.

Sincerely,



Jennifer Johnson, P.E.
Associate Engineer

<p>Letter L3 Response</p>	<p>Napa Sanitation District Jennifer Johnson, P.E., Associate Engineer September 30, 2013</p>
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- L3-1 As a result of this comment, the following text is added on page 3.10-3 of the DEIR following the last paragraph under the section titled, "Napa Sanitation District Management and Planning":

The potential impacts of the additional loading from the proposed project are not included in NSD's collection, treatment, and water recycling facilities master plans. The extent of the project's impacts on these systems will be determined through a study conducted by NSD and funded by the County. All costs associated with the identification and mitigation of these impacts will be paid for by the County.

These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

- L3-2 As a result of this comment, the fourth full paragraph on page 3.10-24 under Impact 3.10-2, "Wastewater Collection, Conveyance, and Treatment Infrastructure," of the DEIR is revised as follows:

This would total 56,340 gpd of wastewater generation at full buildout of the project, which would be partially offset by reductions expected at the existing jail site. It should be noted, however, that NSD code does not allow transfer of capacity from one parcel to another. NSD would analyze the impacts of the new jail at full buildout in addition to the capacity of the existing jail, without any offset to the collection system and treatment capacity. Because the wastewater pipelines and the influent pump station are experiencing capacity limitations and the project would contribute to the exacerbation of these capacity limitations, this impact would be **significant**.

These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

- L3-3 As a result of this comment, the first paragraph on page 3.10-25 of the DEIR is revised as follows:

Because implementation of Mitigation Measure 3.10-2 will include funding a larger I/I reduction project that would account for twice the demand of the proposed project's wastewater flows, implementation of this mitigation measure would allow for adequate wastewater collection and conveyance systems associated with the project. ~~In addition, the net decrease in flow would allow for an increase in capacity at the WTP to serve the project.~~ Construction projects associated with these improvements are similar or identical to those included in the master plans addressing NSD's treatment and collection systems. The City would complete all necessary environmental review associated with the project; however, pipe repair projects are generally found to be categorically exempt from review under CEQA due to their limited scope and duration. Because construction of or contribution to planned I/I projects will repair/replace existing pipes that have substantial I/I constraints, and are not expected to result in significant secondary impacts, the required mitigation would reduce this impact to a **less-than-significant** level.

These changes do not alter the DEIR's conclusions or any mitigation measures, nor do they require recirculation of the DEIR.



SYAR INDUSTRIES, INC

B1

September 30, 2013

Mr. Brian Bordona
Supervising Planner
Napa County Planning, Building, and
Environmental Services Department
1195 Third Street, Suite 210
Napa, California 94559

Via Email

Re: Comments on the Draft Environmental Impact Report for the County Jail Project

Dear Mr. Bordona:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the Napa County Jail Project. As you know, if the Jail Project is located on either the Pacific Coast parcel or the Boca parcel, the Jail Project would share an entrance road with Syar Industries, Inc.'s Napa Quarry. Because the Jail Project has the potential to significantly interfere with the normal operations at the Napa Quarry, we urge the County to carefully review the Jail Project DEIR to ensure that all potential environmental impacts have been identified, carefully considered, and mitigated to the extent possible.

B1-1

We were disappointed to see that the DEIR does not discuss providing access to the Jail Project site from the existing signaled intersection at SR 221 and Streblow Drive. Having the Jail Project entrance separated from the Napa Quarry entrance would be the easiest way to mitigate for the many potential environmental impacts identified in the DEIR which result from using the quarry entrance road for the Jail Project. In addition, it would potentially save the County some of the costs of installing a traffic signal, since a signal already exists at the SR 221/Streblow Drive intersection. We urge the County to give careful consideration to this alternative entrance to the Jail Project site.

B1-2

We limited our review of the DEIR to Section 3.9, Transportation and Traffic, and have the following comments:

1. On page 3.9-5 under "Study Intersections" item 8 refers to the "Napa-Vallejo Highway (SR221)/Project Access." However, in Table 3.9-1, item 8 refers to "SR 221/Main Access." It appears that the DEIR uses the terms "Project Access" and "Main Access" interchangeably, but it is not clear. The DEIR should have a single, consistent phrase to refer to the road between SR 221 and Basalt Road, and that phrase should also be consistent with the description of this road in the Draft Environmental Impact Report for the Syar Napa Quarry Expansion. For clarity, this letter will refer to the road between SR 221 and Basalt Road as the "Entrance Road."
2. The DEIR should consider the traffic impacts of the Jail Project on two additional intersections: the intersection of the Jail Project site entrance and the Entrance Road (for

B1-3
B1-4

2301 NAPA-VALLEJO HWY. • P.O. BOX 2540 • NAPA, CA 94558-0524 • PHONE: 707/252-8711 • FAX: 707/265.0584

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the Pacific Supply Parcel) or Basalt Road (for the Boca parcel); and the intersection of the Entrance Road and Basalt Road, since the Jail Project site entrance for the Boca parcel would require the use of this intersection. Our primary concerns are potential Napa Quarry customer delays as a result of Jail Project traffic, and also how the County will ensure the safety of all users of the Entrance Road and Basalt Road as part of the Jail Project (see item 3 below).

B1-4 cont'd

3. The DEIR should consider the specific operational characteristics of the Napa Quarry when considering the potential traffic impacts from the Jail Project, particularly in regards to the "peak hours" used to determine the times of the most severe traffic impacts. The Napa Quarry's busiest times tend to be the morning, when customer trucks will be lined up at the quarry gate prior to opening (usually at 6:00 a.m. during the construction season, and 7:00 a.m. during the non-construction season; see Section 3.5.7 of the Napa Quarry DEIR for a complete description of the Napa Quarry's hours of operation). These intense morning operations are at the same time as the jail custody operations shift changes, according to Table 3.9-5 of the Jail Project DEIR, leading to the potential for traffic congestion. In addition, exiting quarry customer vehicles frequently stop after leaving the quarry and before entering SR 221 to adjust or cover loads, inspect their vehicles, or communicate with fellow truck drivers on the same job. The DEIR needs to analyze the impacts of the Jail Project not just on public roads, but also on the unique uses of the private roads between SR 221 and the Napa Quarry entrance gate.
4. Tables 3.9-5 and 3.9-6 appear to have errors that should be corrected. Both tables provide that "Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)" traffic during the "AM Peak" and the "PM Peak" will be travelling "In." The "PM Peak" should be indicated as travelling "Out." This error is also shown on the first two pages of Appendix E, indicating that this erroneous data was used for the traffic modeling. This error should be corrected in the text of the DEIR, and if this erroneous data was used for modeling, the traffic models should be re-run to ensure that the traffic impacts are stated accurately. In addition, in Table 3.9-5 the "Staff Secure Facility Delivery and Service Vehicles" item indicates one delivery but 4 total trips; this should be corrected.
5. The DEIR is inconsistent in its discussion of transit at the Jail Project site. Mitigation Measure 3.9-4b provides that transit will stop in the Jail Project parking lot, and Mitigation Measure 3.9-6 and Table 3.9-14 provide that at full build-out, up to 10% of trips will use alternative transportation, including transit. However, the traffic projections in Tables 3.9-5 and 3.9-6 make no provision for either additional trips from transit vehicles or reduced vehicle trips from the use of transit or other alternative transportation. In addition, while Mitigation Measure 3.9-6 provides that peak parking demand will be reduced because of transit use, it does not discuss how this will occur given the specific timing of shifts changes as compared to transit operation hours. The largest Jail Project shift change will occur at 6:00 a.m. and 6: p.m. every day. However, transit hours are limited on weekend mornings, as shown on page 3.9-10 under "Existing Transit Services and Facilities," as transit does not start operating on either Saturday (at 6:30 a.m.) or Sunday (at 8:30 a.m.) until well after the shift changes at 6:00 a.m. The DEIR needs to be corrected so that transit is treated consistently and accurately, including in the modeling of traffic impacts.

B1-5

B1-6

B1-7

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Page 3 of 3

- 6. Mitigation Measure 3.9-4a provides for constructing pedestrian and bicycle access at the existing River-to Ridge Trail. However, there is no discussion of making sure that the River-to-Ridge trail at this location will be improved to accommodate this additional traffic. In particular, the DEIR should provide for paving the River-to-Ridge trail so that it is suitable for use by commuters in all seasons. In addition, the DEIR should discuss the measures the County will take to ensure that pedestrian and bicyclists use this route instead of the Entrance Road. This seems particularly necessary given that Table 3.9-7 provides that more than half of trips to the Jail Project site will come from the south, and it is unclear how pedestrians and bicyclists traveling from the south are going to be directed to travel north a significant distance past the Entrance Road in order to enter the Jail Project site.
- 7. Mitigation Measures 3.9-5 and 3.9-7 provide for mitigating potential safety impacts at the Jail Project site entrance. However, these mitigation measures only address an entrance at the Pacific Supply parcel. If the Jail Project is located on the Boca parcel, the Jail Project entrance will be from Basalt Road, and Mitigation Measures 3.9-5 and 3.9-7 do not address the Boca parcel and its unique potential safety impacts, including the regular use of Basalt Road by over-sized off-road mobile equipment, as well as the issues discussed in item 3 above.
- 8. Mitigation Measure 3.9-6 provides there is no impact to parking because the Jail Project will provide one extra parking space as compared to peak parking demand. This seems a very thin margin of safety, in particular given the unsupported assumption that parking demand will be reduced because 10% of trips will use alternative transportation methods. Certainly inclement weather could affect alternative transportation use, particularly bicycling and pedestrians, and any slight increase in parking demand, such as from meetings, training, or emergency situations at the jail, could overwhelm on-site parking availability. Since there would be no off-site parking available in the vicinity of the Jail Project site, the DEIR should reconsider the potential impacts from insufficient parking and ensure that the parking demand of the project is accurately projected and adequately satisfied.

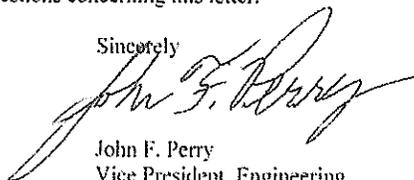
B1-8

B1-9

B1-10

We appreciate the opportunity to provide comment on the Jail Project DEIR. Please contact me or Jennifer Gomez if you have any questions concerning this letter.

Sincerely



John F. Perry
Vice President, Engineering

cc: James M. Syar
Jennifer Gomez

B:\02 Letter Jail DEIR 09 29 13.docx

Letter	Syar Industries, Inc.
B1	John F. Perry, Vice President, Engineering
Response	September 30, 2013

- B1-1 The commenter urges the County to carefully review the DEIR to ensure that all potential environmental impacts have been identified, carefully considered, and mitigated to the extent possible. The comment is noted. The County has prepared an Initial Study (see Appendix A of the DEIR), focused DEIR, and this FEIR to evaluate the potential environmental effects of the proposed project. Mitigation measures are identified through the DEIR to reduce, minimize, or avoid significant adverse impacts. The County has concluded that project implementation would result in several impacts related to greenhouse gas emissions and transportation and traffic that cannot be mitigated to a less-than-significant level (i.e., significant and unavoidable impacts); these are described in Section 5.1, "Significant Unavoidable Impacts," of the DEIR.
- B1-2 The commenter expresses disappointment that the DEIR does not discuss providing access to the project site from the existing signalized intersection at SR 221/Streblow Drive. The County did not propose use of this intersection for the reasons presented below. In summary, site access via Streblow Drive was determined to be possible, but not environmentally preferable. The northern portion of the project site, near the intersection of SR 221/Streblow Drive, contains an intermittent stream that provides habitat for common wildlife species; this feature also serves as a natural vegetative buffer between the north end of the site and the existing bike path. Further, this feature would be considered waters of the United States and waters of the state and subject to regulation by the U.S. Army Corps of Engineers (USACE) (see Appendix B, "Biological Resources Technical Memorandum," of the DEIR). In addition to a USACE wetland permit, use of Streblow Drive for site access would require a Caltrans encroachment permit and permission to create a new street connection to SR 221, an action that is generally seen as undesirable. Due to these permitting and environmental constraints, the County determined that use of Streblow Drive was not the preferred access for the project site.
- B1-3 The commenter states that the DEIR should have a single, consistent phrase to refer to the road between SR 221 and Basalt Road. Because there is not an official name for this short segment of road, the terms "Main Access," "Project Access," and "Entrance Road" are used interchangeably in the DEIR to refer to the same unnamed roadway.
- B1-4 The commenter suggests that the DEIR should consider the traffic impacts of the proposed project on two additional intersections: the intersection of the project site entrance and the Entrance Road (for the Pacific Supply Parcel) or Basalt Road (for the Boca parcel); and the intersection of the Entrance Road and Basalt Road, because the project site entrance for the Boca parcel would require the use of this intersection. Given the amount of traffic currently using Entrance Road, it is reasonable to conclude that under the proposed project, the project driveway connection will operate with acceptable levels of delay. A left-turn lane would be provided for inbound traffic and the outbound traffic would be making a right turn, needing to wait for gaps in westbound traffic only. As described in Chapter 2, "Minor Modifications to the County Jail Project," of this FEIR, the County has expressed a preference for the Pacific Coast parcel, to which access is intended to be provided by Entrance Road; however, even if access were instead to be provided via the Boca parcel due to the relatively low volume of traffic using this intersection, it would not have been included as a study intersection in the DEIR. By comparison, note that the intersection of Entrance Road with SR 221 was determined to operate acceptably under existing conditions according to the standards applied, and this intersection carries substantially more traffic now than Basalt Road/Entrance Road would carry even if the project access were provided via the Boca parcel.

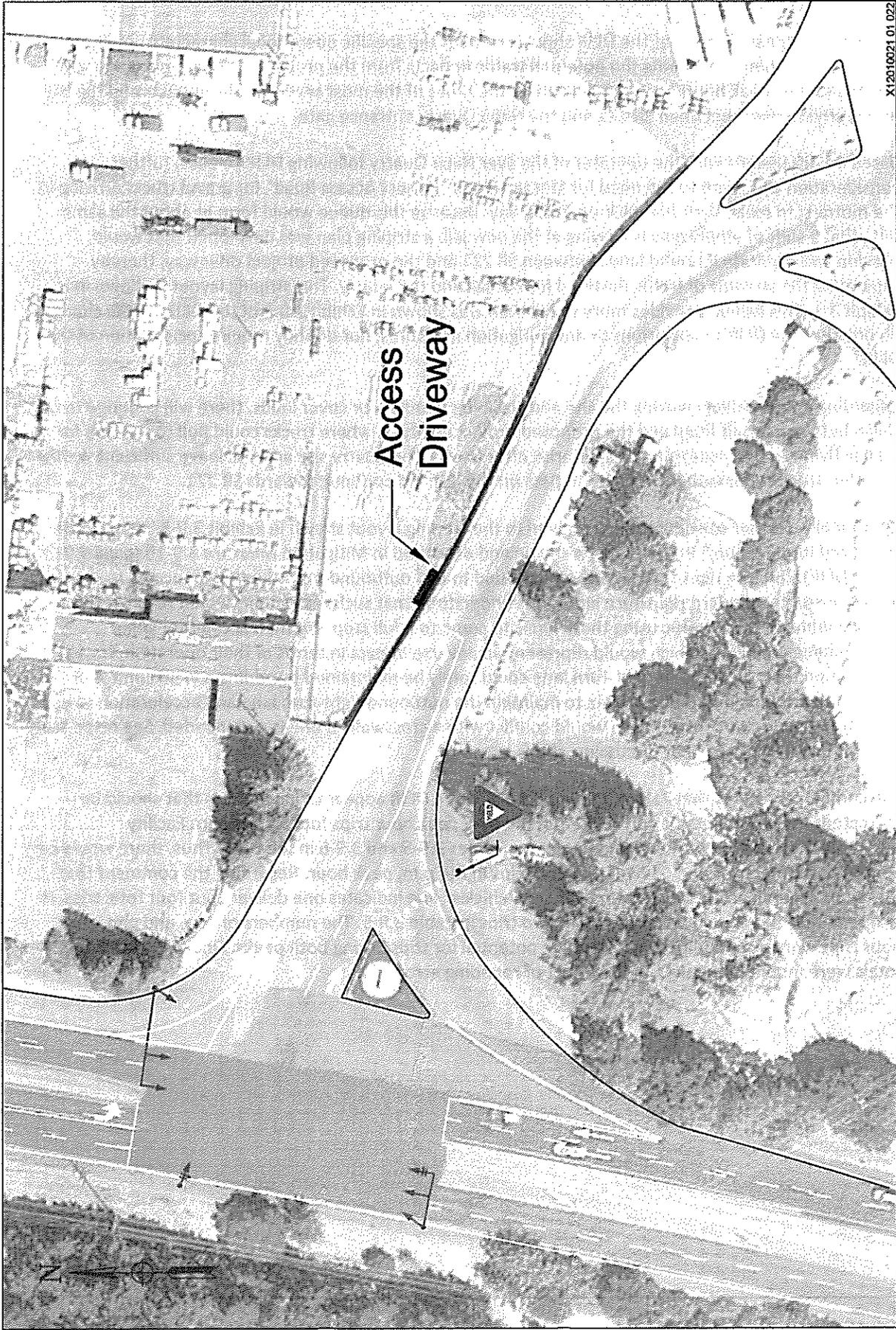
- B1-5 The commenter suggests that the DEIR should consider the specific operational characteristics of the Napa Quarry when considering the potential traffic impacts from the proposed project, particularly in regards to the “peak hours” used to determine the times of the most severe traffic impacts and the use of the private roads between SR 221 and the Napa Quarry entrance gate.

Based on discussions with the operator of the Syar Napa Quarry following DEIR release, further consideration was given to the need for storage along “Project Access Road” for gravel trucks arriving in the morning to make their first pick-up of the day. Because this queue would form at about the same time that a shift of employees is arriving at the new jail, a striping plan was developed that would provide two separate inbound lanes between SR 221 and the proposed project driveway, thereby separating the streams of traffic destined for the jail and the quarry. This striping layout is shown in Exhibit 3-1. This exhibit provides more detail than was shown in Exhibit 3.9-8 of the DEIR. These changes do not alter the DEIR’s conclusions or any mitigation measures, nor do they require recirculation of the DEIR.

Regarding quarry drivers leaving the site and stopping to adjust or cover loads, there will continue to be space between Basalt Road and the proposed project driveway where trucks could pull to the side for such activities when necessary if issues arise after leaving the quarry site and still leave sufficient width for other trucks or passenger vehicles to pass on the left and continue towards SR 221.

Additionally, further consideration was given to the striping layout shown in Exhibit 3.9-8, “Proposed Signalized Intersection,” in the DEIR. As shown and described in Mitigation Measure 3.9-1b (page 3.9-28 of the DEIR), the free right-turn lanes both inbound to and outbound from the project access road would be converted to standard right-turn lanes. It is understood that such restrictions would result in the heavy volume of truck traffic using these lanes to come to a full stop and then accelerate when approaching a red light, which would represent an adverse impact in terms of their operation. It was determined that the inbound right-turn lane could safely be maintained by adding a yield control. It appears that it would also be possible to maintain the outbound right-turn lane and acceleration lane, though retaining this configuration would conflict with a crosswalk, if one is ever needed. See response to comment B1-8 for further discussion of this issue.

- B1-6 The commenter states that Tables 3.9-5 and 3.9-6 in the DEIR appear to have errors that should be corrected. The commenter is correct in that the p.m. peak hour trips for “Staff Secure Facility Administrative” should be “out” and not “in” in Tables 3.9-5 and 3.9-6 in the DEIR. Thus, there would be 6 more outbound trips and 6 fewer inbound trips in the p.m. peak hour. Regarding the comment that the “Staff Secure Facility Delivery and Service Vehicles” line indicates one delivery but four total trips, it is agreed that this should be corrected to two trips in Table 3.9-5. The numbers of a.m. and p.m. peak hour trips were also modified to reflect the potential for trips during both peaks. Finally, some of the totals were modified to take out the effect of rounding errors.



X12010021 01 022

Source: Provided by Whitlock & Weinberger Transportation, Inc. in 2013

Exhibit 3-1

Project Access Road Proposed Striping and Signalization



In response to this comment and to provide correction, Tables 3.9-5 and 3.9-6 in the DEIR are revised as follows:

Trip Type	Number of Staff/ Visitors/Deliveries	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Employee Trips								
Jail Custody Operations Day Shift (6:00 a.m. – 6:00 p.m.)	25	50						
Jail Custody Operations Night Shift (6:00 p.m. – 6:00 a.m.)	17	34				17		<u>3417</u>
Jail Custody Operations Business, Administrative, and Support Shifts (8:00 a.m. – 5:00 p.m.)	41	82	41		41		41	41
Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)	6	12	6		6	6	6	6
Staff Secure Facility Security Team A/C (Days) (6:00 a.m. – 6:00 p.m.)	9	18						
Staff Secure Facility Security Team B/D (Nights) (6:00 p.m. – 6:00 a.m.)	8	16				8		8
Employee Trip Total	106	212	47	0	47	<u>3125</u>	<u>4147</u>	<u>8972</u>
Staff Secure Facility Program Providers	2	4	1	1	2	1	1	2
Staff Secure Facility Inmate Trips ¹	5	10	3	3	6	3	3	6
Jail Visitor Trips ²	78	156	20	20	40	20	20	40
Staff Secure Facility Visitor Trips ²	18	36	5	5	10	5	5	10
Jail Delivery and Service Vehicles ³	7	14	1	1	2	1	1	2
Staff Secure Facility Delivery and Service Vehicles ⁴	1	<u>42</u>	1	<u>10</u>	<u>21</u>	<u>10</u>	1	<u>21</u>
Project Totals	217	<u>436</u> <u>434</u>	<u>77</u> <u>78</u>	30	<u>109</u> <u>108</u>	<u>61</u> <u>55</u>	<u>71</u> <u>78</u>	<u>151</u> <u>133</u>
Notes:								
¹ Staff Secure Facility Inmate Trips are assumed to occur in vans or other multi-passenger vehicles, with three vehicles each making a round-trip during each peak hour.								
² Visitors include business and professional visitors, volunteers/service providers, and inmate family visits. It is assumed one-quarter of all visitor trips occur during each peak hour.								
³ Delivery and Service vehicle trips for the Jail are assumed to have one delivery during each peak hour. All other deliveries would occur throughout the day outside of peak hours.								
⁴ Delivery and Service vehicle trips for the Staff Secure Facility are assumed to be proportional based on the ratio of residents to the jail residents.								
Sources: Napa County 2012 (Table 5); Goble, pers. comm., 2013; Data provided by Whitlock & Weinberger Transportation, Inc. in 2013								

Table 3.9-6 Estimated Phase II Trip Generation (526 Beds, includes Phase 1 trips)								
Trip Type	Number of Staff/ Visitors/ Deliveries	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Employee Trips								
Jail Custody Operations Day Shift (6:00 a.m. – 6:00 p.m.)	34	68						
Jail Custody Operations Night Shift (6:00 p.m. – 6:00 a.m.)	23	46				23		23
Jail Custody Operations Business, Administrative, and Support Shifts (8:00 a.m. – 5:00 p.m.)	49	98	49		49		49	49
Jail Administrative Day Shift (Sheriff Lt) (6:00 a.m. – 6:00 p.m.)	1	2						
Jail Administrative Night Shift (Sheriff Lt) (6:00 p.m. – 6:00 a.m.)	1	2				1		1
Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)	6	12	6		6	<u>6</u>	<u>6</u>	6
Staff Secure Facility Security Team A/C (Days) (6:00 a.m. – 6:00 p.m.)	9	18						
Staff Secure Facility Security Team B/D (Nights) (6:00 p.m. – 6:00 a.m.)	8	16				8		8
Employee Trip Total	131	262	55	0	55	3832	4955	87
Staff Secure Facility Program Providers	2	4	1	1	2	1	1	2
Staff Secure Facility Inmate Trips ¹	5	10	3	3	6	3	3	6
Jail Visitor Trips ²	110	220	28	28	5556	28	28	5556
Staff Secure Facility Visitor Trips ²	18	36	5	5	10	5	5	10
Jail Delivery and Service Vehicles ³	9	18	1	1	2	1	1	2
Staff Secure Facility Delivery and Service Vehicles ⁴	2	4	1	1	2	1	1	2
Project Totals	277	554	93 <u>94</u>	38 <u>39</u>	132 <u>133</u>	76 <u>71</u>	87 <u>94</u>	164 <u>165</u>

Notes:
¹ Staff Secure Facility Inmate Trips are assumed to occur in vans or other multi-passenger vehicles, with three vehicles each making a round-trip during each peak hour.
² Visitors include business and professional visitors, volunteers/service providers, and inmate family visits. It is assumed one-quarter of all visitor trips occur during each peak hour.
³ Delivery and Service vehicle trips for the Jail are assumed to have one delivery during each peak hour. All other deliveries would occur throughout the day outside of peak hours.
⁴ Delivery and Service vehicle trips for the Staff Secure Facility are assumed to be proportional based on the ratio of residents to the jail residents.
 Sources: Napa County 2012 (Table 6); Goble, pers. comm., 2013; Data provided by Whitlock & Weinberger Transportation, Inc. in 2013

The DEIR traffic analysis was reviewed to determine what difference if any the changes in the trip generation noted above would make to the calculated operation at the study intersections. It was determined that due to the offsetting nature of reversing the trip direction together with the distribution of the limited number of trips to a variety of paths, the changes to the trip generation would not change the analysis, findings, or conclusions as presented in the DEIR.

B1-7 The commenter states that the DEIR is inconsistent in its discussion of transit at the project site. As noted by the commenter, the assumption in the DEIR that 10% of daytime staff and 10% of visitors would make the trip via some mode other than automobile was applied only to the parking demand analysis, and not to the trip generation and vehicle impact analysis. The trip generation and traffic impact analysis presented in the DEIR is based on potential peak hour traffic impacts, and conservatively excluded the potential reductions for carpooling, vanpooling, or alternate modes such as transit, bicycling, or walking, even though such trips are anticipated. Because there was not a reduction for alternative-mode trips in the trip generation, even though they are expected, the estimated number of project-generated trips would accommodate transit vehicles and still overstate the trip generation.

Providing an excessive supply of parking is not desirable due to the environmental impacts associated with adding impervious surfaces. The DEIR parking analysis, which considers parking needs over the course of the entire day, includes the 10% reduction in parking demand for both employees and visitors under the 526-bed scenario only. While transit service does not currently exist in the study area that would accommodate employees starting at 6:00 a.m., the assumptions in the DEIR parking analysis also include other modes such as walking, bicycling, carpooling, and vanpooling, any of which could account for the reduction in parking demand. Further, the DEIR analysis results in adequate parking supply for 100% of the work force, though rarely will 100% of staff be present as there will always be staff members who are out sick, on vacation, traveling, or at meetings. Finally, administrative staff will typically not be working on Saturdays and Sundays, resulting in excess supply to offset the lack of transit service on these days.

B1-8 The commenter states that Mitigation Measure 3.9-4a provides for constructing pedestrian and bicycle access at the existing River-to-Ridge Trail; however, does not discuss improvements to the River-to-Ridge trail at this location to accommodate this additional traffic. As a result of this comment, Mitigation Measure 3.9-4a is revised as follows:

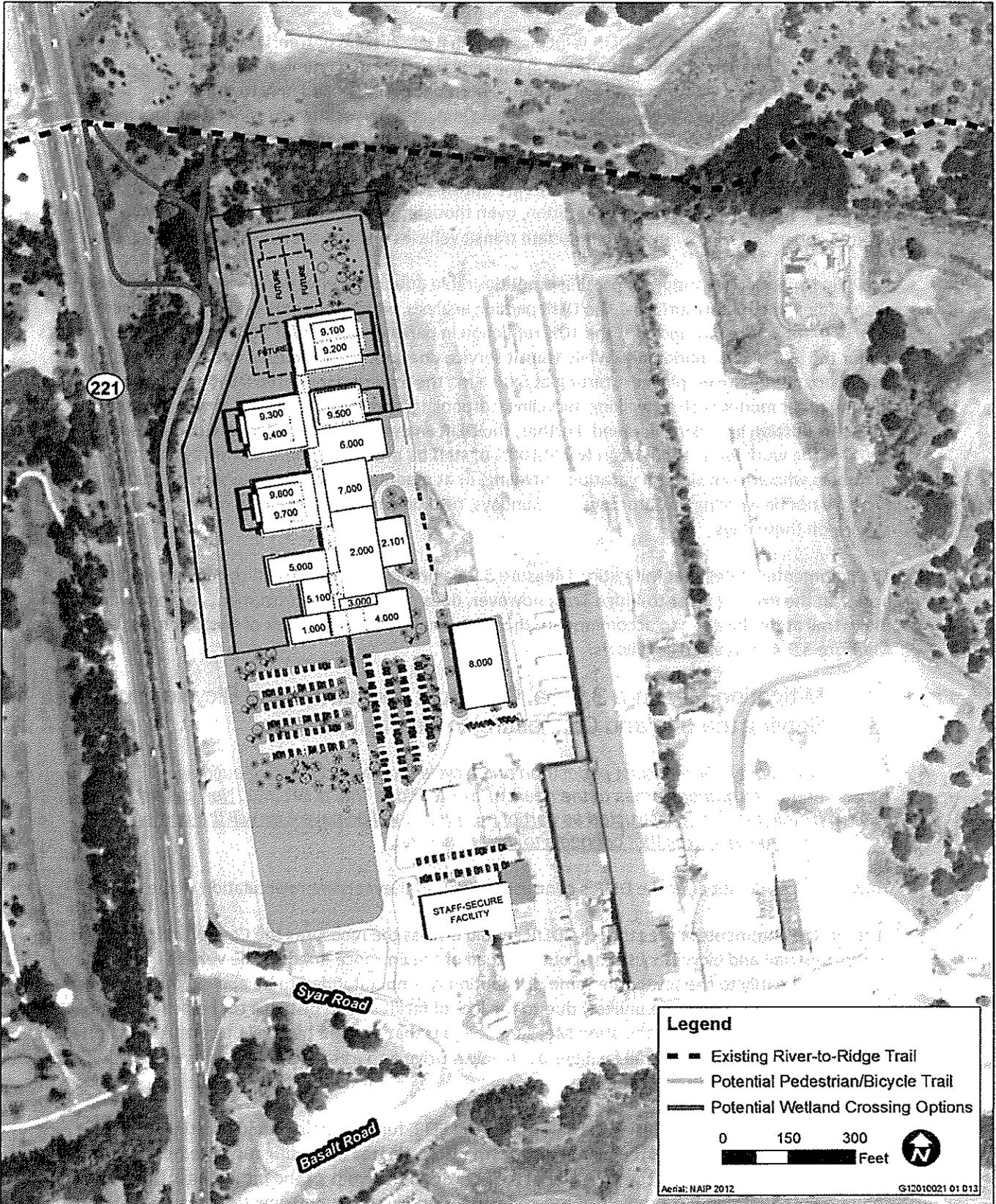
Mitigation Measure 3.9-4a. Construct Pedestrian and Bicycle Facilities Serving the Site and Connecting to Nearby Facilities

The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221. New pedestrian and bicycle facilities constructed as part of this project will be paved, as will the portion of the River-to-Ridge Trail that connects to the project site.

These changes do not alter the DEIR's conclusions, nor do they require recirculation of the DEIR.

Further, the commenter notes that the DEIR should discuss the measures the County will take to ensure that pedestrian and bicyclists use this route instead of the Entrance Road. While vehicle trips were assigned primarily to the south, the same distribution was not intended to be applied to bicycle trips. Such trips from the south are unlikely due to the lack of facilities and distance to the nearest residential areas. Rather, the intent of Mitigation Measure 3.9-4a is that a paved trail will be constructed between the project site and existing trail facilities at Streblov Drive as part of the project to encourage bicycle trips from origins in the City of Napa.

Following DEIR release and during preparation of the FEIR, further engineering investigation was completed to determine that the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a in the DEIR) can be constructed on the east side of SR 221 within the limits of the project site. Exhibit 3-2 shows a potential layout for the proposed pedestrian/bicycle trail connecting the project site to existing pedestrian/bicycle facilities at Streblov Drive. See Chapter 2, "Minor Modifications to the County Jail Project," of this FEIR for more details.



Source: Data received from CGL (building design) and RSA (trail design) in 2013; adapted by Ascent Environmental in 2013

Exhibit 3-2

Potential Pedestrian/Bicycle Trail



In response to comment B1-5 as well as this comment, Mitigation Measure 3.9-1b is revised as follows:

Mitigation Measure 3.9-1b. SR 221/Main Access

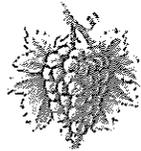
Prior to occupancy of the site, the County will fund and signalize the intersection of SR 221/Main Access, including providing protected left-turn phasing on southbound SR 221. To eliminate conflicts between the protected southbound left-turn movement and northbound right turns, the free right-turn lane shall be converted to a standard right turn lane controlled by a yield sign. Similarly, ~~the free westbound right-turn can be maintained lane shall be converted to a standard turn lane to bring this movement under signal control. R, and right-turn overlap phasing shall be provided between the southbound left turn and westbound right turn. Adequate right-of-way is available to accommodate this improvement and adequate spacing (i.e., more than 2,000 feet) is available between this signal and the nearest signal.~~

These changes do not alter the DEIR's conclusions, nor do they require recirculation of the DEIR.

- B1-9 See response to comment B1-4 regarding the County's decision to proceed with the Pacific Coast parcel (in lieu of the Boca parcel) for project implementation.
- B1-10 See response to comment B1-7 regarding the proposed amount of on-site parking.



Cakebread Cellars



RECEIVED

SEP 30 2013

Napa County Planning, Building & Environmental Services

Brian Bordona, Supervising Planner
Napa County Planning, Building, & Environmental Services
1195 Third Street
Napa, CA 94559

September 30, 2013

Mr. Bordona,

On August 16th, Cakebread Cellars received the Draft Environmental Impact Report for the proposed County Jail Project (State Clearing House #2013012072). As you know, we have a vineyard that spans two parcels to the south of the proposed site and consequently will be impacted by the project. While it is clear that several mitigation measures have been put into place, Cakebread Cellars has concerns about potential impacts on our property and our agricultural operations. The primary areas of concern are: light pollution, noise pollution, water availability, and changes to the flow of traffic.

With regards to the impact of Lighting and Glare Intrusion (EIR Impacts 3.2-4), we are concerned that there are no mitigation measures suggested in the draft environmental impact report. Per the report it states that the proposed projects lighting will "not spill over to adjacent rural properties." However, it states this without properly explaining why this is the case and how it is to be assured. The report references the code that pertains to exterior commercial light, but does not specifically address how this project intends to minimize light pollution on the surrounding properties. It is our feeling that this needs to be addressed so that there are not significant impacts from light pollution on wildlife and the rural character that currently exists on our property.

B2-1

Another area of concern for Cakebread Cellars is the Long-term Increase in Noise Levels of On-Site Stationary Noise Sources (EIR Impacts 3.8-2). It is stated in the report that the project will include several noise generating utilities and a public announcement system; however the report does not offer any mitigation measures associated with these potential noise sources. In the draft EIR is does mention that the "resulting noise levels experienced at the Napa State Hospital would comply" with Napa County standards in the General Plan and County Code, but the mitigation measures do not address the rural properties to the south of the project. In order to maintain and protect the local environment, Cakebread Cellars undertook significant mitigation measures when developing our vineyards to the south of the proposed project. It is our hope that our efforts will be reinforced by the mitigation measures imposed upon this project and that the issue of noise pollution will be addressed in more

B2-2

8300 St. Helena Highway, P.O. Box 216, Rutherford, California 94573-0216
Offices: (707)963-5221 Fax: (707)963-1067 Visitors' Center: (707)963-5222
Email: cellars@cakebread.com Website: www.cakebread.com

detail, including the steps that will be taken to avoid noise pollution impacting all surrounding properties.

B2-2 cont'd

A third significant concern for Cakebread Cellars is the impact upon the flow of traffic (Impacts 3.9-1 to 3.9-7) and the consequences it has on surround properties and businesses. To access our property, our employees must utilize an uncontrolled intersection between the proposed project and Kaiser Road. Our utmost concern is for the safety of those entering and exiting our property and we want to make sure that the mitigation measure suggested will improve the safety around our access point. An additional concern is that stopped or backed up traffic will further restrict access to our property. This could have an impact on the well being of our employees by causing delays in their travel as well as impacting our business operations, most notably the transport of wine grapes from the property to the winery. Accordingly, it is our desire that any additional controlled intersections have measures in place to mitigate any potential threats to the safety of those accessing our property and also reduce the impact traffic will have on our business operations.

B2-3

Our final area of concern is that of the impact upon the water supply (EIR Impacts 3.10-1). Agriculture is an endeavor that relies heavily on the sustainable use of natural resources, not the least of which is water. While developing our vineyards we have implemented a series of designs and monitoring systems with the intent of making our water use as efficient and conservative as possible. Although we have reached a very high level of efficiency in water use, we continue regard water availability as a vital and scare resource. We welcome that the draft environmental impact report states that the proposed project will access water through sources other than existing on-site wells, however it is our desire that the existing wells be taken out of service and decommissioned. Because all of the wells in the area are interconnected, we would regard the destruction of these wells to be assurance that the proposed project will not negatively impact our current operations, especially given the measures we have already taken to minimize our own impact upon water availability in the area.

B2-4

It is important to state that Cakebread Cellars does not oppose the proposed project, but does have some concerns about the required mitigation measures. In the process of developing, planting, and managing our vineyard operations we have always sought to minimize the potential negative impact on our neighbors and surrounding environment. It is our desire that the proposed County Jail Project is planned with the same spirit of stewardship and community that we have embraced.

Sincerely,



Bruce Cakebread
President/COO
Cakebread Cellars

Sincerely,



Toby Halkovich
Director of Vineyard Operations
Cakebread Cellars

Letter B2 Response	Cakebread Cellars Bruce Cakebread, President/COO, and Toby Halkovich, Director of Vineyard Operations September 30, 2013
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- B2-1 The commenters express a concern regarding the absence of mitigation measures in the DEIR regarding lighting and glare impacts. See response to comment L2-1.
- B2-2 The commenters express a concern regarding long-term increases in noise levels on the rural properties to the south of the project site and the absence of mitigation measures in the DEIR. Impact 3.8-2 in the DEIR describes that the proposed project could introduce several on-site stationary noise sources, such as a public address system; heating, ventilation, and air conditioning (HVAC) equipment; and emergency electrical generators (see pages 3.8-17 and 3.8-18). Noise modeling was conducted for the proposed project based on the location of the nearest noise-sensitive receptor: Napa State Hospital, which is located approximately 1,200 feet north of the acoustical center of the project site. The results of noise modeling indicate that resulting noise levels experienced at the Napa State Hospital (nearest off-site sensitive receptor) would comply with the standards set forth in the Napa County General Plan and the Napa County Code. Therefore, the impact would be less than significant and no mitigation is required.
- Cakebread Cellars' vineyard, located south of the project site, is not considered to be a noise-sensitive land use. The DEIR defines such uses on page 3.8-10 as including residences, parks, schools, historic sites, cemeteries, recreation areas, places of worship, and hospitals and laboratories. However, the vineyard is located approximately the same distance south of the project site as the Napa State Hospital is located north of the project site (1,200 feet). Therefore, it could be expected that resulting noise levels at the vineyard, similar to the hospital, would comply with the standards set forth in the Napa County General Plan and the Napa County Code. Therefore, the impact would be less than significant and no mitigation is required.
- B2-3 The commenters express a concern regarding the impact on flow of traffic and the consequences it could have on surrounding properties and businesses. Specifically, the commenters note the uncontrolled intersection between the project site and Kaiser Road utilized by Cakebread Cellars employees. Upon signalization of SR 221/Project Access, northbound queues are expected to extend no more than 250 feet during the a.m. peak hour and less than 150 feet during the p.m. peak hour, with some variance depending on whether there is a crosswalk on the north leg of the intersection or not. The Cakebread Cellars access is located approximately 1,600 feet south of SR 221/Project Access. Because the queues are considerably shorter than the distance to the access, it is expected that there will be no impact to the access due to signalization of SR 221/Project Access except to perhaps slow traffic passing the access point if they are approaching a red signal indication, which would typically be seen as a beneficial impact in terms of safety.
- B2-4 The commenters express a concern regarding impacts on water supply and specifically request that the County decommission the existing onsite groundwater wells as an assurance that the proposed project will not adversely affect the commenters' current vineyard operations. The DEIR states that the proposed project would utilize the City of Napa's water supply system, and would not use groundwater (including the existing onsite wells). As further explained in the DEIR on page 2-19,

Depending on the final site configuration selected, the existing groundwater wells would be avoided and/or decommissioned in accordance with applicable state and county requirements.

As described in Chapter 2, "Minor Modifications to the County Jail Project," of this FEIR, the County is in the process of optioning the Pacific Coast parcel. The County could lease the parcel back to the current

tenant until water service for the proposed project is established. At that time, the County would decommission the existing wells on the Pacific Coast parcel. The existing wells on the Boca parcel would remain in operation, but would not provide water to the proposed project.

From: [graham.bruce](#)
To: [Jail Project](#)
Date: Tuesday, September 24, 2013 4:48:23 PM



Maybe we can give more inmates Asthma that way....

I 11-1

**Letter
I1
Response**

Bruce Graham
September 24, 2013

I1-1 Comment noted. No specific comments addressing the environmental analysis were raised in this comment.



-----Original Message-----

From: Joe Carter [joecarter1@sbcglobal.net]

Sent: Friday, September 20, 2013 11:18 AM Pacific Standard Time

To: Habkirk, Elizabeth

Subject: Napa County Jail

Liz,

My comment about the new jail site:

1) when you apply for the city water and sewer we would like to access that with the Jail to insure that the highway is not " under construction " multiple times , less impact to the public.
We would be willing to pay for the difference in pipe size to insure that it didn't have a cost impact on the county.

|
| 12-1
|

2) The impact to the current water supply that we now have will have to be addressed. Currently we are supplied by a well on our " BOCA" property. I believe that main line runs down through Pacific Coast site. This main line goes to Syar's lower yard . (west of 221).

|
| 12-2
|

Joe Carter
Principle
BOCA

Letter
12
Response

Joe Carter
September 20, 2013

- I2-1 The commenter requests that the owner of the Boca parcel be permitted to apply for water and wastewater service from the City at the same time the County submits its application associated with the proposed project so as to minimize construction impacts along SR 221. As described in the DEIR (see Section 2.4.5, "Utilities and Service Systems"), the County will be applying to the City of Napa for approval of an outside water service agreement. Under this agreement, the City would be applying to LAFCO to expand the Sphere of Influence for the City without the intent of expanding the City boundary to accommodate this site. This is allowed under a provision of state law that allows municipalities to extend utility services to another governmental entity outside of its boundaries, for purposes of providing a government function. The Boca parcel will not be eligible for this exemption, but could apply directly to the City of Napa for water service.
- I2-2 The commenter requests that water supply impacts related to the Boca parcel be addressed in the EIR. The DEIR evaluates the project's water supply impacts under Impact 3.10-1, "Water Supply and Infrastructure Impacts," beginning on page 3.10-21 of the DEIR; this impact was determined to be less than significant. The commenter describes that an existing well, located on the Boca parcel, provides water to the Boca site. Additionally, a main line extends through the Pacific Coast parcel to Syar's lower yard (west of SR 221). Project construction would avoid this existing infrastructure to the extent practicable. Alternatively, if avoidance is not possible, the County would work with the owner of the Boca parcel to relocate existing infrastructure while minimizing any disruptions in service.

See response to comment B2-4 regarding decommissioning of existing wells on the Pacific Coast parcel.

Meeting Summary



Date: September 18, 2013 **Time:** 9 a.m.

Location: Board of Supervisors Chambers, 1195 Third Street, Suite 305, Napa, CA

Subject: Public Hearing on the Napa County Jail Project DEIR

Hillary Gitelman, Planning Director, provided a brief overview of the project, including the project objectives, and introduced the project team. The DEIR was prepared in coordination with the EIR for the Syar Napa Quarry Expansion project to ensure that the County's methodology and approach were consistent between the two documents. Finally, she emphasized that the focus of today's meetings (one this morning and one at 6 p.m. in the Hall of Justice) are on the DEIR, not the merits of the project.

Gary Jakobs, Ascent (EIR Consultant), described the elements of the proposed project, which include the construction of a new jail with an initial capacity of 366 beds, core support facilities designed for expansion and occupancy of up to 526 beds, and a staff-secure residential facility. The project site is adjacent to the Syar Napa Quarry, with nearby uses also including the Napa State Hospital and Napa Valley College.

Gary reviewed the key dates in the CEQA process, including the dates of the NOP review period, scoping meeting, DEIR review period, and the expected release date of the FEIR. He described the DEIR as a focused EIR, containing analyses of the following environmental resources areas: aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, noise, land use/planning, transportation/traffic, and utilities/service systems. Impacts to other resources were evaluated in the Initial Study prepared by the County and circulated with the NOP.

Terry Scott, Chair of the Planning Commission, opened the public hearing for the DEIR.

Matt Pope, Planning Commissioner, stated that he appreciated the County's efforts in synchronizing DEIR preparation with the preparation of the Syar Quarry EIR to achieve consistency in methodology and approach. He asked if DEIR preparation also considered the recent Napa Pipe EIR.

PH-1

Steve Lederer, Director of Environmental Management, stated that, as an informational item, the proposed staff-secure facility would not be located temporarily at the Napa State Hospital as stated during the earlier presentation, but rather, it would be permanently located at the project site, as described in the DEIR.

PH-2

Matt Pope, Planning Commissioner, stated that the River to Ridge Trail is a popular attraction that is located in close proximity to the Napa State Hospital and the project site. He requested that public perception impacts related to this proximity be considered.

PH-3

Terry expressed a concern regarding public safety due to the project site's close proximity to the Napa State Hospital and surrounding open space, which is accessible to and used by the public. He stated that there have been a number of incidences (e.g., departures, escapes, etc.) at the Napa State Hospital in recent years that have presented public safety issues. He assumed that there would be procedures put in place to avoid any impacts on public safety, but stressed the importance of considering security in project design.

PH-4

Meeting Summary
Page 2

Mike Basayne, Planning Commissioner, requested confirmation that the proposed project would result in a no net increase in water demand, given that the proposed project's demand would be 63 acre feet per year (afy) combined with a reduction in water demand at the existing jail facility.

PH-5

No other public comments were received.



**Public
Hearing
Response****DEIR Public Hearing, 9 a.m. before the Planning Commission**
September 18, 2013

- PH-1 The commenter asked if preparation of the County Jail Project DEIR was synchronized with preparation of the recent Napa Pipe Project EIR to achieve consistency in methodology and approach. Preparation of the DEIR did consider the analysis contained in the Napa Pipe EIR, especially the transportation/traffic analysis. As described on page 3.9-24 of the DEIR, the County relied on the same significance criteria that were applied in the Napa Pipe EIR to evaluate the proposed project's transportation/traffic impacts.
- PH-2 The commenter clarified the location of the proposed staff-secure facility, which was incorrectly described in the presentation as being temporarily at the Napa State Hospital before moving to its permanent location at the project site. The County has temporarily placed this concept on hold while state financing is sought for a permanent staff-secure facility at the project site, as described in the DEIR on page 2-16. This is an informational comment, so no further response is provided.
- PH-3 The commenter requested that public perception impacts related to the proximity of the River to Ridge Trail—a popular attraction—to the Napa State Hospital and the project site be considered. Section 3.2, "Aesthetics," of the DEIR evaluates project impacts on the visual character of the surrounding area, including from two viewpoints along the River to Ridge Trail (Viewpoints 2 and 3). The DEIR states on page 3.2-15:

...Views of the site from southbound SR 221 and the entrance to the River to Ridge Trail are limited by trees and vegetation on the northwest portion of the project site and along the project site frontage (Viewpoint 2). The River to Ridge Trail, located along the northern boundary of the project site, is used by hikers, mountain bikers, and equestrians. Views from this trail represented by Viewpoint 3 are limited by heavy vegetation. Construction of the new jail and ancillary facilities on either parcel would not substantially alter the visual character of the site as viewed from these viewpoints. As with views from SR 221, the visual character of the site would not be adversely affected by the project because existing industrial structures would be replaced with structures that are modern and office-like in appearance.

From a land use planning perspective, the DEIR concludes that the project would result in a less-than-significant impact related to conflicts with relevant plans, policies, and zoning adopted for the purpose of avoiding or mitigating an environmental effect because it would be designed to provide for sufficient buffering (through distance, screening, and other mitigation) to avoid incompatibility with adjacent uses. As stated in the DEIR on page 3.7-8:

The proposed project includes new landscaping that would provide visual screening from surrounding land uses (see Section 3.2, "Aesthetics"). Proposed physical buffers include perimeter fencing around the occupied portion of the site, and additional security fencing around the exercise yards. As noted in Chapter 2, "Project Description," two conceptual layouts are being considered for the proposed project: one on the Boca parcel, which is more distant from SR 221, but closer to the quarry; and one on the Pacific Coast parcel, which is closer to SR 221, but more distant from the quarry. Both site layout options are nearby to the entrance road for the quarry, which supports heavy truck traffic related to quarry operations. Mitigation measures described in Sections 3.3, "Air Quality," and 3.8, "Noise," would be adopted and implemented by the County to address potential air quality and noise/vibration impacts, respectively, of the proposed project.

Further, the County has not received substantial comments regarding the visual perception of the project in relation to the River to Ridge Trail and the commenter offers no evidence to support an alternate impact conclusion. Therefore, no further response can be provided.

- PH-4 The commenter expressed a concern regarding public safety due to the project site's close proximity to the Napa State Hospital and surrounding open space, which is accessible to and used by the public. The project's proposed security features are described on page 2-15 of the DEIR. The jail buildings and 15-foot-tall exercise yard walls would serve as the primary security barrier, and perimeter fencing around the occupied portion of the site would consist of chain link fencing topped with razor wire. Additional security features are described on page 2-15 of the DEIR.
- PH-5 The commenter requested confirmation that the proposed project would result in a no net increase in water demand, given that the proposed project's demand would be 63 acre-feet per year (afy) combined with a reduction in water demand at the existing jail facility. The projected water demand for the new jail is correct (63 afy at full project buildout); however, the project would not result in a no net increase in water demand because the project demand would only be partially offset by reduced demand at the existing jail. As further described in the DEIR on page 3.10-21:

...While the existing jail facility would remain in place, it would be converted to a holding area for inmates awaiting court dates, and continued use as office space. Future use of the unoccupied space is not known at this time; however, some portion of the existing demand would transfer to the new jail site. Because it's not possible to calculate the demand that would remain downtown with precision, this analysis assumes that water demands from the new jail facility (366 beds or 526 beds) and secure-staff facility are a net addition to the City's water system, even though this is acknowledged to be an over estimate and a conservative way to evaluate the project's water supply impacts.

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4 REVISIONS TO THE DEIR

This chapter presents specific text changes made to the DEIR since its publication and public review. The changes are presented in the order in which they appear in the original DEIR and are identified by the DEIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline.

4.1 REVISIONS TO THE EXECUTIVE SUMMARY

PAGE ES-3

In response to comment L1-1, the second to last bullet on page ES-3, under “Potential Approvals and Permits Required” of the DEIR is revised as follows:

- ▲ **Napa County Local Agency Formation Commission:** Sphere amendments (City and Napa Sanitation District), and outside service agreement extensions (City and Napa Sanitation District), ~~and extension of water and sewer services to the site.~~

PAGE ES-8

In response to comment L2-1, Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Impact 3.2-4. Light and Glare Impacts. Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to parking lot lighting at Napa Community College, northwest of the project site, and would be angled in towards the facility and perimeter security zones. <u>Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to parking lot lighting at Napa Community College, northwest of the project site, and would be angled in towards the facility and perimeter security zones.</u> No high-mast lighting at the project site is proposed. The project site is adjacent to rural land uses to the south and east, and lights installed on the site would be potentially visible from these areas. The new jail facility would be constructed with non-reflective materials similar to those used for the existing jail in Downtown Napa and would be located over 0.5 mile away from residential areas (sensitive to glare). <u>The new jail facility would be constructed with non-reflective materials similar to those used for the existing jail in Downtown Napa and would be located over 0.5 mile away from residential areas (sensitive to glare).</u> Project construction would be subject to the requirements of the California Building Code (California Code of Regulations, Title 24), including Title 24, Part 6 of the California Code of Regulations. Compliance with the <u>California Code of Regulations, Title 24 lighting and energy requirements</u> would further ensure that light from the proposed project would not spill over to adjacent rural properties.</p>	LTS	No mitigation is required.	LTS

PAGE ES-23

In response to comment B1-8, Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Impact 3.9-4. Pedestrian, Bicycle, and Transit Facilities Impacts. While the project would not conflict with any of the County’s plans to implement pedestrian, bicycle, and/or transit improvements in the project area, there are no existing pedestrian, bicycle, or transit facilities located on or in close proximity (i. e., within reasonable walking distance) to the site such that employees or work-release inmates would have access.</p>	S	<p>Mitigation Measure 3.9-4a. Construct Pedestrian Facilities Serving the Site and Connecting to Nearby Facilities. The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221. <u>New pedestrian and bicycle facilities constructed as part of this project will be paved, as will the portion of the River-to-Ridge Trail that connects to the project site.</u></p>	LTS
	S	<p>Mitigation Measure 3.9-4b. Provide Transit Bus Stop and Associated Amenities on the Project Site. The County will work with NCTPA to ensure transit service to the site prior to building occupancy. Also, to encourage transit usage by employees, visitors and inmates on work-furlough programs, the County will construct a transit stop on the project site within the parking area. The stop shall include amenities such as benches and a shelter. Upon implementation, the site would have transit connectivity to the region via the Soscol Gateway Transit Center.</p>	LTS

PAGES ES-19 AND ES-20

In response to comments B1-5 and B1-8, Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Impact 3.9-1. Existing Plus Project Intersection Level of Service Impacts. With implementation of the 366-bed project under existing plus project conditions, three intersections (Soscol Avenue/Imola Avenue, SR 221/Main Access, and SR 221-Soscol Ferry Road/SR 29) would experience further degradation of existing adverse operating conditions. With implementation of the 526-bed project under existing plus project conditions, the same three intersections (Soscol Avenue/Imola Avenue, SR 221/Main Access, and SR 221-Soscol Ferry Road/SR 29) would experience further degradation of existing adverse operating conditions such that the intersection of SR 221/Main Access would experience unacceptable LOS E operation during the p.m. peak period in addition to the a.m. peak period.</p>	S	<p>Mitigation Measure 3.9-1b. SR 221/Main Access. Prior to occupancy of the site, the County will fund and signalize the intersection of SR 221/Main Access, including providing protected left-turn phasing on southbound SR 221. To eliminate conflicts between the protected southbound left-turn movement and northbound right turns, the free right-turn lane shall be converted to a standard right-turn lane controlled by a yield sign. Similarly, the free westbound right-turn lane shall be converted to a standard turn lane to bring this movement under signal control. <u>can be maintained and</u> Right-turn overlap phasing shall be provided between the southbound left turn and westbound right turn. Adequate right-of-way is available to accommodate this improvement and adequate spacing (i.e., more than 2,000 feet) is available between this signal and the nearest signal.</p>	LTS

PAGES ES-26 AND ES-27

In response to comment B1-8 and as a result of further engineering investigations related to the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a), Table ES-1 of the DEIR is revised as follows:

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>Biological Resources: Wetlands and Other Federally Protected Waters. The intermittent stream in the study area would not be affected by construction or operation of the new jail facility because project activities would be set back from the riparian vegetation and bank; however, construction of the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a) in this area would include installation of a bridge that would span the channel for a distance of approximately 40 to 50 feet. The bridge footings would be installed on the top of the banks, and would not encroach on the bed of the channel or be within the ordinary high water mark of the channel; however, some riparian vegetation would likely be removed to accommodate the bridge footings. A potential ditch was observed on the Boca parcel from examining aerial photography. Because site access was restricted, we do not know if this potential feature meets the parameters required to qualify as wetlands as defined by USACE, if it would be considered waters of the state, or both. If the ditch qualifies as a water of the U.S. or water of the state, development of the project on the Boca parcel could result in fill of wetlands and other waters.</p>	S	<p>Mitigation Measure BIO-3: Wetlands and Other Federally Protected Waters.</p> <p>) The County will have a reconnaissance survey conducted of the Boca parcel if this site is selected for development. If potential wetlands are present within the project area, a wetland delineation report will be prepared and submitted to USACE. Based on the jurisdictional determination, the County will determine the exact acreage of waters of the U.S. and waters of the state would be filled as a result of project implementation.</p> <p>) The County will obtain a USACE Section 404 permit and RWQCB Section 401 certification before any groundbreaking activity within 50 feet of or discharge of fill or dredge material into any water of the U.S. The County will implement all permit conditions. The County may qualify for a Section 404 Nationwide Permit (NWP) for this project under NWP 39 for</p>	LTS

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>commercial and institutional developments if the discharge will not cause the loss of greater than 0.5-acre of non-tidal waters of the United States, including the loss of no more than 300 linear feet of stream bed.</p> <p>> The County will commit to replace or restore on a “no net loss” basis (in accordance with USACE and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat will be restored or replaced at an acreage and location and by methods agreeable to USACE and the San Francisco Bay RWQCB, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.</p> <p>> <u>The County will compensate for the permanent loss of riparian habitat through contribution to a CDFW-approved mitigation bank or through development of a Habitat Mitigation and Monitoring Plan</u></p>	

Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p><u>(HMMP). On-site compensation may include a combination of riparian habitat restoration and preservation and enhancement of existing riparian habitat along the stream outside of the project impact area. The compensation habitat will be similar in composition and structure to the habitat to be removed and will be at ratios adequate to offset the loss of riparian habitat functions and services at the project site such that there would be no net loss of riparian habitat.</u></p> <p><u>> Prior to beginning construction that could affect the bed or bank of seasonal streams and riparian habitat, the County will provide written notification to CDFW describing the activity and including all required information as described under Section 1602 of the California Fish and Game Code, and pay the applicable notification fees. The County will submit the HMMP to CDFW for review.</u></p> <p><u>> The County will obtain a streambed alteration agreement from CDFW and conduct project construction activities</u></p>	

Table ES-1 Summary of Environmental Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<u>in accordance with the agreement, including implementing reasonable measures to protect wildlife resources.</u>	

4.2 REVISIONS TO CHAPTER 2, “PROJECT DESCRIPTION”

PAGE 2-17

In response to comment L1-1, the second paragraph under Section 2.4.5, “Utilities and Service Systems,” of the DEIR is revised as follows:

Exhibit 2-9 shows the project site in relation to the City’s and the Napa Sanitation District’s (NSD) spheres of influence (SOI). The project site is within the City’s historic water service area, but is not within their SOI; it is not within NSD’s service area or SOI. Approval of an SOI amendments from by the Napa County Local Area Agency Formation Commission (LAFCO) would be needed for to add the project site to the City and the NSD SOI for either agency to provide water and sewer services, respectively, to the project site, and these agencies would need to agree to provide their respective services through a subsequent annexation or outside service extension approval.¹ For the City to serve a site outside its jurisdictional boundaries, LAFCO would also have to approve an outside service agreement pursuant to California Government Code Section 56133. This could be done concurrently with the SOI expansion. It is the explicit expectation of this DEIR that the proposed project will be served by outside service extensions and that the site will not annex into the City of Napa.

PAGE 2-19

In response to comment L1-1, the second paragraph on page 2-19 under “Water” of the DEIR is revised as follows:

The project site is located outside of the jurisdictional boundary and the sphere of influence SOI of the City of Napa, which provides potable water service to the surrounding central county region. The proposed project would require an amendment to the City’s sphere of influence SOI and connection to the City’s water system through a subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is an abandoned fire service location on the east side of SR 221 across from the project site (see Exhibit 3.10-1 in Section 3.10, “Utilities and Service Systems”). The proposed project includes trenching and installing pipelines under SR 221 to connect the project site to the City’s water system.

¹ LAFCO approval factors for SOI amendments, annexations, and outside service extensions are outlined under California Government Code Sections 56425, 56375, and 56133, respectively.

In response to comment L1-1, the fourth paragraph on page 2-19 under “Wastewater” of the DEIR is revised as follows:

The project site is located outside of the ~~service area boundaries~~ jurisdictional boundary and the ~~sphere of influence SOI~~ SOI of the NSD. The proposed project would require an amendment to NSD’s ~~boundaries~~ boundaries and connection to the NSD wastewater collection and treatment system through a concurrent or subsequent outside service extension approval; all of which would require separate LAFCO approvals. The closest potential connection point is between the Napa River and SR 221, parallel and adjacent to the Southern Pacific railroad track, approximately 0.6 mile from the project site (see Exhibit 3.10-1 in Section 3.10, “Utilities and Service Systems”). A new connection could be established through two routes: along Streblov Road to connect to the Napa Municipal Golf Course or along Basalt Road to connect near Enterprise Court (see Exhibit 3.10-1). A connection through Streblov Road would be approximately 0.5 mile long, and a connection along Basalt Road would be approximately 0.3 mile long. The specifics of the feasibility of these routes would be determined during detailed project design; however, connections would be made through existing roadways, and would require the County or NSD to obtain right-of-way and easements from relevant agencies (e.g., Caltrans, City of Napa). The environmental impacts of both of these routes are evaluated in this DEIR.

PAGE 2-23

In response to comment L1-1, the second to last bullet under Section 2.5, “Potential Approvals and Permits Required,” of the DEIR is revised as follows:

- ▲ **Napa County Local Agency Formation Commission:** ~~Sphere amendments (City and NSD), and outside service agreement extensions (City and NSD), and extension of water and sewer services to the site.~~ Sphere amendments (City and NSD), and

4.3 REVISIONS TO SECTION 3.2, “AESTHETICS”

PAGE 3.2-4

In response to comment L2-1, the following text is added on page 3.2-4 of the DEIR immediately following the section titled, “Napa County Viewshed Protection Ordinance”:

CITY OF NAPA GENERAL PLAN

The City of Napa General Plan Land Use Element (City of Napa 1998) prescribes the pattern of land use in Napa and sets out the standards for future development and redevelopment. Policies relevant to the proposed project are described below.

- ▲ **Policy LU-1.5:** The City shall refine the locations and concept of the key gateways to the city identified in Figure 1-3 [of the City of Napa General Plan], and shall establish gateway and scenic corridor design guidelines for both public and private development to ensure attractive entrances to the city. Greenways, open space, riparian corridors, wetland areas and agricultural land shall be considered as important components when they exist in gateway locations.
- ▲ **Policy LU-1.6:** The City shall designate SR 29, SR 121, and SR 221 as scenic corridors. The City shall endeavor to improve the scenic character of these roads through undergrounding of utilities, increased landscaping, street tree planting, and other improvements.

PAGE 3.2-4

In response to comment L2-1, Impact 3.2-4, "Light and Glare Impacts," of the DEIR is revised as follows:

Impact 3.2-4 **Light and Glare Impacts.** Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, ~~which would be similar in appearance to parking lot lighting at Napa Community College, northwest of the project site, and would be angled in towards the facility and perimeter security zones.~~ No high-mast lighting at the project site is proposed. ~~The project site is adjacent to rural land uses to the south and east, and lights installed on the site would be potentially visible from these areas.~~ The new jail facility would be constructed with non-reflective materials similar to those used for the existing jail in Downtown Napa and would be located over 0.5 mile away from residential areas (sensitive to glare). Project construction would be subject to the requirements of the California Building Code (California Code of Regulations, Title 24), including Title 24, Part 6 of the California Code of Regulations. Compliance with the California Code of Regulations, Title 24 lighting and energy requirements would further ensure that light from the proposed project would not spill over to adjacent rural properties. Therefore, this impact is considered *less than significant*.

As noted above, nighttime lighting in the vicinity of the project site is generally low and does not produce substantial glare or skyglow. ~~Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to parking lot lighting at Napa Valley Community College to the northwest of the project site. No high-mast lighting at the project site is proposed.~~ The project site is adjacent to rural land uses to the south and east, and lights installed on the site would be potentially visible from these areas.

Similar to the design of the existing jail in Downtown Napa, the County would use exterior lighting that is designed to cast light only where needed, and to cut off glare to offsite areas. Lighting for the proposed project would be installed primarily along the building perimeter and in the parking lot, which would be similar in appearance to existing parking lot lighting at Napa Valley Community College, northwest of the project site. This perimeter lighting would be angled in towards the facility and perimeter security zones. No high-mast lighting is proposed.

The new jail facility would be constructed with similar materials used for the existing jail in Downtown Napa. Because it is essential that the County maintain adequate site security and line-of-sight, non-reflective materials would be used in building design. Therefore, the proposed project would not result in any daytime glare-related impacts. The closest residential areas (sensitive to glare) are located north of the Napa State Hospital (Terrace-Shurtleff area) and west of SR 221 and east of the Napa River (River East area), approximately 0.7 mile and 0.9 mile, respectively, from the project site. Therefore, the project implementation would not result in a substantial increase in nighttime glare that would directly affect residential areas.

Project construction and operation would be subject to the requirements of the California Building Code (CCR, Title 24), which are also adopted as part of the Napa County Building Code (Chapter 15.29 Energy Code, Section 15.29.101). Section 132 of Title 24, Part 6 CCR regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The Standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during other times when it is not needed. Luminaires with lamps larger than 175 watts (W) must be classified as cut-off so that the majority of the light is directed toward the ground. This would be consistent with the *Napa County General Plan Policy CC-34*. While the proposed project

would increase lighting on the site, compliance with CBC lighting and energy requirements, would ensure that light would not spill over to adjacent rural properties. Therefore, this impact is considered less than significant.

Mitigation Measure

No mitigation is required.

4.4 REVISIONS TO SECTION 3.7, "LAND USE"

PAGE 3.7-5

In response to comment L2-2, the fourth paragraph under the section titled, "Local Agency Formation Commission," of the DEIR is revised as follows:

LAFCO is responsible for approving requests by cities and special districts to extend municipal services, such as water or sewer, outside their jurisdictional boundaries by contract or agreement with property owners (Government Code Section 56133). This process is intended to accommodate the logical extension of municipal services when annexation of the affected territory is not available or appropriate. Written requests to authorize an outside service agreement shall be filed with LAFCO's Executive Officer. It is the County's intention to submit a "will serve" request to the City to provide water service to the proposed project.

The City of Napa Charter Section 180(B) states that the City may, in its sole discretion, provide City water service for areas or sites outside the Rural Urban Limit and outside the incorporated area of the City to be used for public service facilities, including, but not limited to, fire and police stations and any similar facilities.

4.5 REVISIONS TO SECTION 3.9, "TRANSPORTATION AND TRAFFIC"

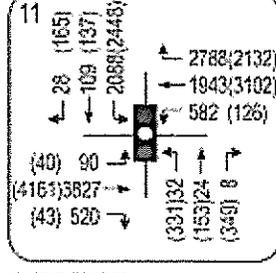
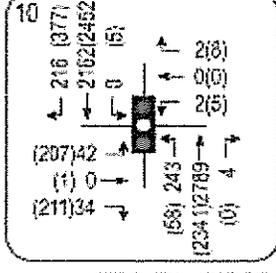
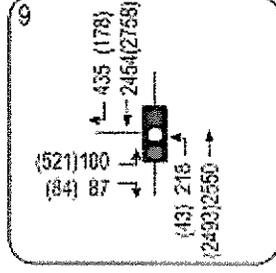
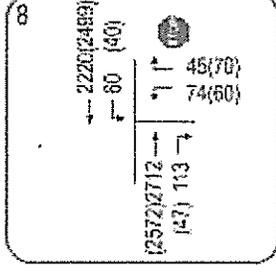
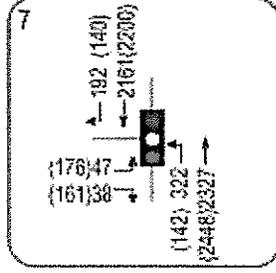
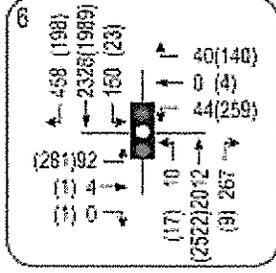
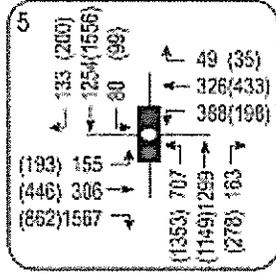
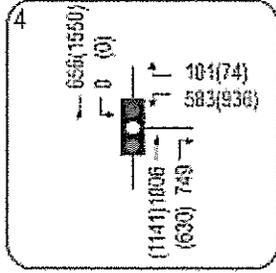
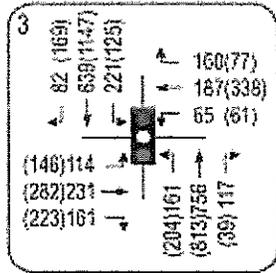
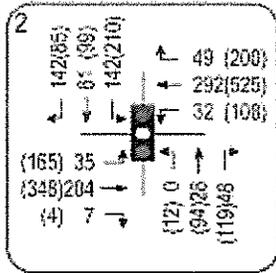
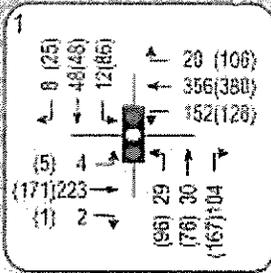
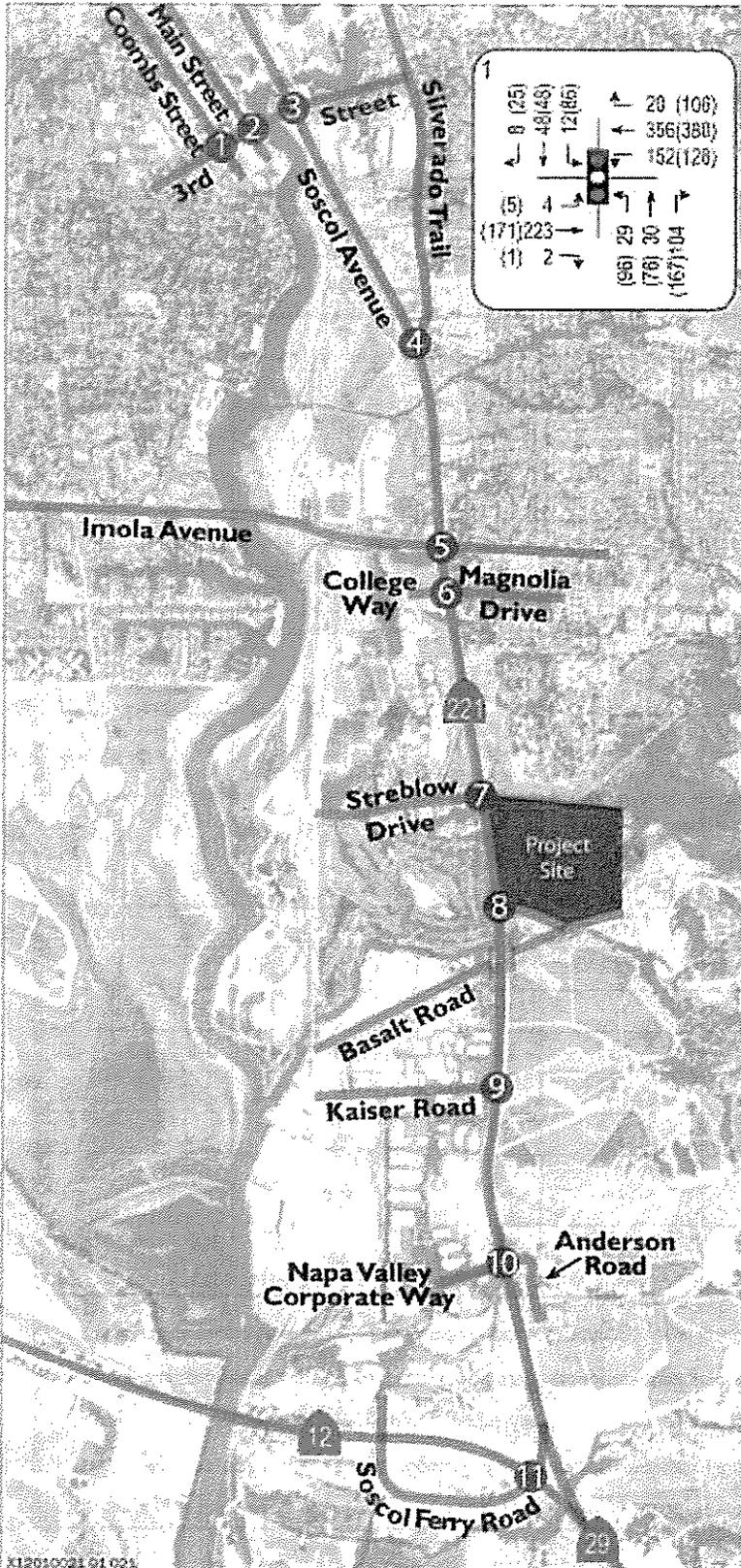
PAGE 3.9-16

In response to comment S1-2, the following exhibit title on page 3.9-16 of the DEIR is revised as follows:

Exhibit 3.9-5a, "Future (Without Project) Trips"

PAGE 3.9-17

In response to comment S1-2, the following new exhibit is added to the DEIR:



LEGEND

- Study Intersection
- xx A.M. Peak Hour Volume
- (xx) P.M. Peak Hour Volume



X12010021 01 021

Source: Provided by Whitlock & Weinberger Transportation, Inc. in 2013

Exhibit 3.9-5b

Future (Plus Project) Trips



PAGE 3.9-18

In response to comment B1-6 and to provide correction, Tables 3.9-5 and 3.9-6 in the DEIR are revised as follows:

Table 3.9-5 Estimated Phase I Trip Generation (366 Beds)								
Trip Type	Number of Staff/ Visitors/Deliveries	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Employee Trips								
Jail Custody Operations Day Shift (6:00 a.m. – 6:00 p.m.)	25	50						
Jail Custody Operations Night Shift (6:00 p.m. – 6:00 a.m.)	17	34				17		<u>3417</u>
Jail Custody Operations Business, Administrative, and Support Shifts (8:00 a.m. – 5:00 p.m.)	41	82	41		41		41	41
Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)	6	12	6		6	<u>6</u>	<u>6</u>	6
Staff Secure Facility Security Team A/C (Days) (6:00 a.m. – 6:00 p.m.)	9	18						
Staff Secure Facility Security Team B/D (Nights) (6:00 p.m. – 6:00 a.m.)	8	16				8		8
Employee Trip Total	106	212	47	0	47	<u>3125</u>	<u>4147</u>	<u>8972</u>
Staff Secure Facility Program Providers	2	4	1	1	2	1	1	2
Staff Secure Facility Inmate Trips ¹	5	10	3	3	6	3	3	6
Jail Visitor Trips ²	78	156	20	20	40	20	20	40
Staff Secure Facility Visitor Trips ²	18	36	5	5	10	5	5	10
Jail Delivery and Service Vehicles ³	7	14	1	1	2	1	1	2
Staff Secure Facility Delivery and Service Vehicles ⁴	1	<u>42</u>	1	<u>40</u>	<u>21</u>	<u>40</u>	1	<u>21</u>
Project Totals	217	<u>436</u> <u>434</u>	<u>77</u> <u>78</u>	30	<u>109</u> <u>108</u>	<u>61</u> <u>55</u>	<u>71</u> <u>78</u>	<u>151</u> <u>133</u>
Notes:								
¹ Staff Secure Facility Inmate Trips are assumed to occur in vans or other multi-passenger vehicles, with three vehicles each making a round-trip during each peak hour.								
² Visitors include business and professional visitors, volunteers/service providers, and inmate family visits. It is assumed one-quarter of all visitor trips occur during each peak hour.								
³ Delivery and Service vehicle trips for the Jail are assumed to have one delivery during each peak hour. All other deliveries would occur throughout the day outside of peak hours.								
⁴ Delivery and Service vehicle trips for the Staff Secure Facility are assumed to be proportional based on the ratio of residents to the jail residents.								
Sources: Napa County 2012 (Table 5); Goble, pers. comm., 2013; Data provided by Whitlock & Weinberger Transportation, Inc. in 2013								

Trip Type	Number of Staff/ Visitors/ Deliveries	Daily Trips	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Employee Trips								
Jail Custody Operations Day Shift (6:00 a.m. – 6:00 p.m.)	34	68						
Jail Custody Operations Night Shift (6:00 p.m. – 6:00 a.m.)	23	46				23		23
Jail Custody Operations Business, Administrative, and Support Shifts (8:00 a.m. – 5:00 p.m.)	49	98	49		49		49	49
Jail Administrative Day Shift (Sheriff Lt) (6:00 a.m. – 6:00 p.m.)	1	2						
Jail Administrative Night Shift (Sheriff Lt) (6:00 p.m. – 6:00 a.m.)	1	2				1		1
Staff Secure Facility Administrative (8:00 a.m. – 5:00 p.m.)	6	12	6		6	6	6	6
Staff Secure Facility Security Team A/C (Days) (6:00 a.m. – 6:00 p.m.)	9	18						
Staff Secure Facility Security Team B/D (Nights) (6:00 p.m. – 6:00 a.m.)	8	16				8		8
Employee Trip Total	131	262	55	0	55	383 2	4955 87	87
Staff Secure Facility Program Providers	2	4	1	1	2	1	1	2
Staff Secure Facility Inmate Trips ¹	5	10	3	3	6	3	3	6
Jail Visitor Trips ²	110	220	28	28	5556	28	28	5556
Staff Secure Facility Visitor Trips ²	18	36	5	5	10	5	5	10
Jail Delivery and Service Vehicles ³	9	18	1	1	2	1	1	2
Staff Secure Facility Delivery and Service Vehicles ⁴	2	4	1	1	2	1	1	2
Project Totals	277	554	93 94	38 39	132 133	76 71	87 94	164 165
Notes:								
¹ Staff Secure Facility Inmate Trips are assumed to occur in vans or other multi-passenger vehicles, with three vehicles each making a round-trip during each peak hour.								
² Visitors include business and professional visitors, volunteers/service providers, and inmate family visits. It is assumed one-quarter of all visitor trips occur during each peak hour.								
³ Delivery and Service vehicle trips for the Jail are assumed to have one delivery during each peak hour. All other deliveries would occur throughout the day outside of peak hours.								
⁴ Delivery and Service vehicle trips for the Staff Secure Facility are assumed to be proportional based on the ratio of residents to the jail residents.								
Sources: Napa County 2012 (Table 6); Goble, pers. comm., 2013; Data provided by Whitlock & Weinberger Transportation, Inc. in 2013								

PAGE 3.9-28

In response to comments B1-5 and B1-8, Mitigation Measure 3.9-1b on page 3.9-28 of the DEIR is revised as follows:

Mitigation Measure 3.9-1b. SR 221/Main Access

Prior to occupancy of the site, the County will fund and signalize the intersection of SR 221/Main Access, including providing protected left-turn phasing on southbound SR 221. To eliminate conflicts between the protected southbound left-turn movement and northbound right turns, the free right-turn lane shall be converted to a standard right turn lane controlled by a yield sign. Similarly, ~~the free westbound right-turn can be maintained lane shall be converted to a standard turn lane to bring this movement under signal control. R,~~ and right-turn overlap phasing shall be provided between the southbound left turn and westbound right turn. Adequate right-of-way is available to accommodate this improvement and adequate spacing (i.e., more than 2,000 feet) is available between this signal and the nearest signal.

PAGES 3.9-33 AND 3.9-34

In response to comment B1-8, Impact 3.9-4 and Mitigation Measure 3.9-4a on pages 3.9-33 and 3.9-34 of the DEIR are revised as follows:

Impact 3.9-4	Pedestrian, Bicycle, and Transit Facilities Impacts. While the project would not conflict with any of the County's plans to implement pedestrian, bicycle, and/or transit improvements in the project area, there are no existing pedestrian, bicycle, or transit facilities located on or in close proximity (i.e., within reasonable walking distance) to the site such that employees or work-release inmates would have access. This would be a <i>significant</i> impact. This impact could be reduced to a less-than-significant level through implementation of mitigation.
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Due to its location in a generally rural area, the project site is not currently served by any existing pedestrian, bicycle, or transit facilities. There is, however, a dirt trail along the River-to-Ridge Trail alignment, which runs along the northerly periphery of the site and would provide connectivity to existing facilities nearby. Additionally, Class II bike lanes are to be provided on SR 221 in the future.

It is reasonable to expect that some of the employees of the site as well as visitors and inmates on the work-furlough program would need access to pedestrian, bicycle, or transit facilities. The gap in existing pedestrian and bicycle facilities, ~~including the need to pave the bike trail along the northern border of the site,~~ would result in a *significant* impact as it would exacerbate already substandard conditions in the project area for pedestrians and bicyclists.

Mitigation Measure 3.9-4a. Construct Pedestrian and Bicycle Facilities Serving the Site and Connecting to Nearby Facilities

The County will construct pedestrian and bicycle facilities connecting building entrances/parking areas to the nearby River-to-Ridge Trail at SR 221. New pedestrian and bicycle facilities constructed as part of this project will be paved, as will the portion of the River-to-Ridge Trail that connects to the project site.

4.6 REVISIONS TO SECTION 3.10, “UTILITIES AND SERVICE SYSTEMS”

PAGE 3.10-3

In response to comment L3-1, the following text is added on page 3.10-3 of the DEIR following the last paragraph under the section titled, “Napa Sanitation District Management and Planning”:

The potential impacts of the additional loading from the proposed project are not included in NSD’s collection, treatment, and water recycling facilities master plans. The extent of the project’s impacts on these systems will be determined through a study conducted by NSD and funded by the County. All costs associated with the identification and mitigation of these impacts will be paid for by the County.

PAGE 3.10-15

In response to comment L2-2 and to add clarification, the fourth paragraph on page 3.10-15 of the DEIR is revised as follows:

WATER DEMAND AND FACILITIES AT THE PROJECT SITE

The project site is located within the City’s water service area, but outside the City limits and the City’s sphere of influence. Existing water demands are provided by on-site wells. As shown in Exhibit 3.10-1, the nearest potential water connection to the project site is an abandoned fire service location on the east side of SR 221 across from the project site (Hether, pers. comm., 2013).

PAGE 3.10-16

To add clarification, the third paragraph on page 3.10-16 of the DEIR is revised as follows:

NSD has recently implemented a variety of I/I projects to reduce the volumes of influent received at the WWTP during wet weather events to free up capacity for development 66-inch main located adjacent to the Southern Pacific railroad track, approximately 0.6 mile from the project site (see Exhibit 3.10-1; Damron, pers. comm., 2013b). NSD staff has indicated that the main located near the project site is currently at capacity for wastewater flows (Damron, pers. comm., 2013a).

PAGE 3.10-23

In response to comment L2-2 and to add clarification, the third full paragraph on page 3.10-23 under Impact 3.10-1, “Water Supply and Infrastructure Impacts,” of the DEIR is revised as follows:

Water would be piped from a connection point located on the west side of SR 221 for a distance of approximately 0.2 mile (Hether, pers. comm., 2013). The pipeline would be installed along areas that are currently disturbed, including along Basalt Road and under SR 221. Impacts associated with installing the water pipeline would be similar to other earthmoving activities discussed throughout this document and would be mitigated as appropriate through measures described herein. Thus, impacts associated with the environmental effects of installation of a new water pipeline would be **less than significant**.

PAGE 3.10-24

To add clarification, the first partial paragraph on page 3.10-24 under Impact 3.10-2, "Wastewater Collection, Conveyance, and Treatment Infrastructure," of the DEIR is revised as follows:

new connection could be established through two routes: along Streblov Drive to connect to NSD's 66-inch truck main or and 8-inch line that serves the golf course; or, the to a main south of the project site along Basalt Road to connect near Enterprise Court (see Exhibit 3.10-1; Damron, pers. comm., 2013b). A connection through Streblov road would be approximately 0.5 mile long, and a connection along Basalt Road would be approximately 0.3 mile long. The specific routes would be determined during detailed project design; however, connections would be made through existing roadways, and would require the County or NSD to obtain right-of-way and easements from relevant agencies (e.g., Caltrans, City of Napa). The project would be responsible for funding and constructing the necessary connections in conformance with NSD's standards. The connection point would be inspected, repaired as necessary, and accepted by NSD as a public main. In addition, a capacity analysis would be completed to ensure that sewer main is capable of serving the project.

In response to comment L3-2, the fourth full paragraph on page 3.10-24 under Impact 3.10-2, "Wastewater Collection, Conveyance, and Treatment Infrastructure," of the DEIR is revised as follows:

This would total 56,340 gpd of wastewater generation at full buildout of the project, which would be partially offset by reductions expected at the existing jail site. It should be noted, however, that NSD code does not allow transfer of capacity from one parcel to another. NSD would analyze the impacts of the new jail at full buildout in addition to the capacity of the existing jail, without any offset to the collection system and treatment capacity. Because the wastewater pipelines and the influent pump station are experiencing capacity limitations and the project would contribute to the exacerbation of these capacity limitations, this impact would be **significant**.

PAGE 3.10-25

In response to comment L3-3, the first paragraph on page 3.10-25 of the DEIR is revised as follows:

Because implementation of Mitigation Measure 3.10-2 will include funding a larger I/I reduction project that would account for twice the demand of the proposed project's wastewater flows, implementation of this mitigation measure would allow for adequate wastewater collection and conveyance systems associated with the project. ~~In addition, the net decrease in flow would allow for an increase in capacity at the WTPP to serve the project.~~ Construction projects associated with these improvements are similar or identical to those included in the master plans addressing NSD's treatment and collection systems. The City would complete all necessary environmental review associated with the project; however, pipe repair projects are generally found to be categorically exempt from review under CEQA due to their limited scope and duration. Because construction of or contribution to planned I/I projects will repair/replace existing pipes that have substantial I/I constraints, and are not expected to result in significant secondary impacts, the required mitigation would reduce this impact to a **less-than-significant** level.

4.7 REVISIONS TO CHAPTER 8, "REFERENCES"

PAGE 8-2

In response to comment L2-1, the following reference is added on page 8-2 of the DEIR under Section 3.2, "Aesthetics":

City of Napa. 2010. *Envision Napa 2020, City of Napa General Plan, Policy Document*. Adopted December 1, 1998; incorporates amendments to May 2010. <http://www.cityofnapa.org/index.php?option=comcontent&view=article&id=417&Itemid=531>. Accessed October 2013.

PAGE 8-10

To add clarification, the second reference on page 8-10 of the DEIR under Section 3.10, "Utilities and Service Systems," is revised as follows:

Damron, Andrew. Senior Civil Engineer. Napa Sanitation District, Napa, CA. April 15, 2013a—telephone conversation with Marianne Lowenthal of Ascent Environmental regarding improvements to NSD's collection system; May 20, 2013b—telephone conversation with and follow-up email to Marianne Lowenthal of Ascent Environmental regarding existing NSD sewer facilities near the proposed jail site.

In response to comment L2-2 and to add clarification, the following reference is added on page 8-10 of the DEIR under Section 3.10, "Utilities and Service Systems":

Hether, Michael J. Associate Civil Engineer. City of Napa Department of Public Works (Water Division), Napa, CA. May 29, 2013—email to Marianne Lowenthal of Ascent Environmental regarding location of transmission mail along State Route 221 and potential water connection locations.

4.8 REVISIONS TO APPENDIX B, "BIOLOGICAL RESOURCES TECHNICAL MEMORANDUM"

PAGE 13

In response to comment B1-8 and as a result of further engineering investigations related to the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a), page 13 of Appendix B of the DEIR is revised as follows:

The intermittent stream in the study area would not be affected by construction or operation of the new jail facility because project activities would be set back from the riparian vegetation and bank; however, construction of the planned pedestrian/bicycle trail (see Mitigation Measure 3.9-4a) in this area would include installation of a bridge that would span the channel for a distance of approximately 40 to 50 feet. The bridge footings would be installed on the top of the banks, and would not encroach on the bed of the channel or be within the ordinary high water mark of the channel; however, some riparian vegetation would likely be removed to accommodate the bridge footings. A potential ditch was observed on the Boca parcel from examining aerial photography. Because site access was restricted, we do not know if this potential feature meets the parameters required to qualify as wetlands as defined by USACE, if it would be considered waters of the state, or both.

If the ditch qualifies as a water of the U.S. or water of the state, development of the project on the Boca parcel could result in fill of wetlands and other waters. This would be a significant impact.

The following mitigation measure is recommended to reduce impacts to wetlands and other waters and riparian habitat to a less-than-significant level:

- ▲ The County will have a reconnaissance survey conducted of the Boca parcel if this site is selected for development. If potential wetlands are present within the project area, a wetland delineation report will be prepared and submitted to USACE. Based on the jurisdictional determination, the County will determine the exact acreage of waters of the U.S. and waters of the state would be filled as a result of project implementation.
- ▲ The County will obtain a USACE Section 404 permit and RWQCB Section 401 certification before any groundbreaking activity within 50 feet of or discharge of fill or dredge material into any water of the U.S. The County will implement all permit conditions. The County may qualify for a Section 404 Nationwide Permit (NWP) for this project under NWP 39 for commercial and institutional developments if the discharge will not cause the loss of greater than 0.5-acre of non-tidal waters of the United States, including the loss of no more than 300 linear feet of stream bed.
- ▲ The County will commit to replace or restore on a “no net loss” basis (in accordance with USACE and/or RWQCB) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation. Wetland habitat will be restored or replaced at an acreage and location and by methods agreeable to USACE and the San Francisco Bay RWQCB, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.
- ▲ The County will compensate for the permanent loss of riparian habitat through contribution to a CDFW-approved mitigation bank or through development of a Habitat Mitigation and Monitoring Plan (HMMP). On-site compensation may include a combination of riparian habitat restoration and preservation and enhancement of existing riparian habitat along the stream outside of the project impact area. The compensation habitat will be similar in composition and structure to the habitat to be removed and will be at ratios adequate to offset the loss of riparian habitat functions and services at the project site such that there would be no net loss of riparian habitat.
- ▲ Prior to beginning construction that could affect the bed or bank of seasonal streams and riparian habitat, the County will provide written notification to CDFW describing the activity and including all required information as described under Section 1602 of the California Fish and Game Code, and pay the applicable notification fees. The County will submit the HMMP to CDFW for review.
- ▲ The County will obtain a streambed alteration agreement from CDFW and conduct project construction activities in accordance with the agreement, including implementing reasonable measures to protect wildlife resources.

5 REFERENCES

CHAPTER 1, INTRODUCTION

Napa County. 2007 (November 13). *Adult Correctional System Master Plan – Phase I*. Report to the Board of Supervisors prepared for November 20, 2007 Board Meeting. Prepared by the County Executive Office. Napa, CA.

CHAPTER 2, MINOR MODIFICATIONS TO THE COUNTY JAIL PROJECT

No references are cited in this chapter.

CHAPTER 3, RESPONSES TO COMMENTS ON THE DEIR

No references are cited in this chapter.

CHAPTER 4, REVISIONS TO THE DEIR

City of Napa. 2010. *Envision Napa 2020, City of Napa General Plan, Policy Document*. Adopted December 1, 1998; incorporates amendments to May 2010. http://www.cityofnapa.org/index.php?option=com_content&view=article&id=417&Itemid=531. Accessed October 2013.

Damron, Andrew. Senior Civil Engineer. Napa Sanitation District, Napa, CA. April 15, 2013a—telephone conversation with Marianne Lowenthal of Ascent Environmental regarding improvements to NSD’s collection system; May 20, 2013b—telephone conversation with and follow-up email to Marianne Lowenthal of Ascent Environmental regarding existing NSD sewer facilities near the proposed jail site.

Hether, Michael J. Associate Civil Engineer. City of Napa Department of Public Works (Water Division), Napa, CA. May 29, 2013—email to Marianne Lowenthal of Ascent Environmental regarding location of transmission main along State Route 221 and potential water connection locations.

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7/1/17

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