/4/ City of Napa, Napa General Plan, page 137, as cited in Edward E. Wallace, Civil Engineer, Community Planning Services, Atrium of Napa Environmental Initial Study, June 1984.

/5/ Glenn Borchert, Soils Geochemist, California Division of Mines and Geology, Pleasant Hill, telephone conversation, July 18, 1986.

2. Air. Will the proposal result in:

a. Substantial air emissions or deterioration of ambient air quality?

MAYBE. The project site is located in the northern portion of the San Francisco Bay Area Air Basin, designated by the U.S. Environmental Protection Agency as a non-attainment area for oxidant (ozone), for suspended particulates, and for carbon monoxide./1/ An Air Quality Plan for the basin has been adopted as required by the federal Clean Air Act Amendments of 1977. The Plan describes the air pollution control strategies necessary to attain federal air quality standards by 1987. Air quality standards have been established by state and federal agencies to achieve important aesthetic and public health objectives.

The Bay Area Air Quality Management District (BAAQMD) is the local agency empowered to regulate air pollutant emissions. EAAQMD operates a regional air quality monitoring network that provides information on pollutants for which state and federal agencies have established ambient concentration standards (i.e., criteria pollutants). Ozone (O_3), hydrocarbons (HC), carbon monoxide (CO), total suspended particulates (TSP), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are regularly measured by this network.

The City of Napa enjoys relatively clean air when compared to other portions of the Bay Area. No violations of the federal standards for O_3 or CO were recorded in 1984 or 1985. There were no recorded violations of the state standards for NO_2, SO_2 or TSP in 1984 or 1985./2/

Ozone (O_3). The most severe air quality problem in the Bay Area is high concentrations of O_3. Accumulations of O_3 depend heavily upon weather patterns and these vary substantially from year to year. O_3 is produced in the atmosphere through photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x). The numerous small sources emitting most of the HC and NO_x are spread throughout the region.

Carbon Monoxide (CO). CO is emitted primarily by motor vehicles. Ambient CO concentrations normally closely follow the spatial and temporal distributions of vehicular traffic. CO concentrations are also influenced by meterological factors such as wind speed and atmospheric mixing./3/

Total Suspended Particulate (TSP). The federal 24-hour primary standard for TSP has been met everywhere in the Bay Area during the last five years./4/ The largest sources of TSP in Napa are demolition and construction activities, agricultural activities, vehicular traffic on paved and unpaved roads, and quarry operations./5/

Nitrogen Dioxide (NO_2). The major sources of NO_2, essential to the formation of photochemical smog, are vehicular, residential, and industrial fuel

combustion. The standards for nitrogen dioxide (NO_2) are being met in the Bay Area, and BAAQMD does not expect these standards to be exceeded in the future.

Sulfur Dioxide (SO_2). The major source of SO_2 is combustion of high-sulfur fuels for electricity generation, for petroleum refining, and for shipping. The standards for SO_2 are being met in the Bay Area, and BAAQMD does not expect these standards to be exceeded in the future.

Demolition, grading and other construction activities will temporarily affect local air quality for several months, causing a temporary increase in particulate dust and other pollutants. Dust emissions during demolition and excavation will increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet of the construction site. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases as well as sensitive electronics or communications equipment. To mitigate potential dust emissions, the project sponsor has agreed to require the contractor to wet down the site at least twice a day during construction, and almost continuously when the Hatt Building's roofs are removed; this will reduce particulate emissions by about half.

Diesel-powered equipment will emit, in decreasing order by weight, NO_2, CO, SO_2, HC and TSP. This will increase local concentrations temporarily, but is not expected to increase the frequency of violations of air quality standards. The project sponsor has agreed, as mitigation, to require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions.

The most heavily traveled intersection in the vicinity of the project will be First Street and Soscol Avenue. This intersection was chosen for the air quality analysis as it represents worst-case traffic conditions. The intersection of Third and Main Streets, however, will be most affected by project-related traffic. Traffic generated by existing plus project and cumulative development will not cause exceedances of federal one-hour or eight-hour CO standards at the intersection of First Street and Soscol Avenue in 1990./6/ Project traffic will emit less than one percent of the Napa County total emissions for each of the following pollutants: CO, HC, NO_2, SO_2, and TSP./7/

b. The creation of objectionable odors?

NO. The project will not create any objectionable odors.

c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

NO. The project will not alter air currents, moisture or temperatures.

NOTES – Air

/1/ Association of Bay Area Governments, Bay Area Air Quality Management District, and Metropolitan Transportation Commission, 1982 Bay Area Air Quality Plan, 1982.

/2/ The BAAQMD monitoring station for Napa is located on 2552 Jefferson Street, Napa.

/3/ Carbon monoxide concentrations reach their maximums in winter, when surface-based radiation inversions coincide with evening peak-period traffic volumes, while ozone levels are highest on warm autumn days when wind speeds are low.

/4/ Federal primary standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

/5/ Jean Roggenkamp, Planner, Bay Area Air Quality Management District, telephone conversation, July 18, 1986.

/6/ Carbon monoxide screening calculations were performed based on Bay Area Air Pollution Control District, Guidelines for Impact Analysis of Project, 1975, and assume extreme worst case meteorological conditions for purposes of this analysis. Both the one-hour and eight-hour CO concentratons will not exceed the federal standards at the Third and Soscol intersection. Since this intersecton will carry the heaviest traffic, from all development in the project area in 1990, it can be assumed that other intersections will be affected to a lesser extent.

/7/ Project-generated CO will be about 0.9% of countywide emissions; HC will be about 0.3% of countywide emissions; NO_2 will be about 1.0% of countywide emissions; SO_2 will be about 0.9% of countywide emissions; and TSP will be about 0.1% of countywide emissions.

3. Water. Will the proposal result in:

a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?

NO. The riverwalk proposed for addition to the Hatt Building's first floor level will extend out over the Napa River's designated floodway and consequently would be overtopped by flood waters of the 100-year storm even.../1/ In addition, a retaining wall proposed for the plaza at the end of Main Street and a retaining wall or riprap required to stabilize the river bank along the parking lot will impede flood flows and may change flow currents in its vicinity. Please see response to Item 3.c below.

To mitigate impacts of the plaza and riverwalk, the project sponsor has agreed to redesign the project. The proposed plaza and its retaining wall will be eliminated from the project. The riverwalk will be cantilevered from the first floor level instead of being supported by knee braces, as originally proposed. In order to avoid increasing the flood water surface level, the sponsor has agreed to remove existing obstructions in the floodway adjacent to the Hatt Building. These obstructions include trees and limbs, concrete blocks, wooden pylons and miscellaneous roots and debris (please see Appendix B). Removal of these obstructions will compensate for addition of a new obstruction, the riverwalk, and will actually result in a net decrease of 1/100ths of a foot in the water surface elevation./2/ A Section 10 permit and State Lands Commission permit will still be required (see Item 3c below).

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?

YES. Surface flow over the site runs to the Napa River both to the east and to the south of the property./3/ Development of the parking area will add impervious surface to a currently unimproved, primarily dirt and gravel site. Paving will reduce absorption rates of rainfall into the soil and will slightly increase the rate and amount of surface runoff. The drainage pattern is expected to remain as it presently exists. The changes in absorption rates and runoff rate and volume will be small and therefore insignificant.

c. Alterations to the course or flow of flood waters?

NO. The riverwalk, proposed to be built at the first floor level of the Hatt Building, at an elevation of 16.75 feet, will extend over the Napa River on the east and south sides of the building. This walkway will be flooded by a 100-year flood event which, according to calculations of the Federal Engineering Management Agency, would result in a water level of 17.8 feet./1/ The placement of the riverwalk will not be in compliance with the City's floodplain regulations. In addition, a Section 10 permit will be required from the Army Corps of Engineers./4/ The Army Corps permit may qualify for a "Letter of Permission" which would not require public notice. A State Lands Commission permit also will be required for that portion of the riverwalk that extends to within the high water mark of the river./5/

To mitigate impacts of the riverwalk, the project sponsor has agreed to redesign the project. The riverwalk will be cantilevered from the first floor level instead of being supported by knee braces, as originally proposed. In order to avoid increasing the flood water surface level, the sponsor has agreed to remove existing obstructions in the floodway adjacent to the Hatt Building. These obstructions include trees and limbs, concrete blocks, wooden pylons and miscellaneous roots and debris (please see Appendix B). Removal of these obstructions will compensate for addition of a new obstruction, the riverwalk, and will actually result in a net decrease of 1/100ths of a foot in the water surface elevation./2/ A Section 10 permit and State Lands Commission permit will still be required.

The proposed plaza will be supported by a retaining wall extending down to the high water line of the Napa River. This retaining wall will not comply with City floodplain regulations which prohibit construction impeding water flows within the 100-year floodway of the Napa River. In addition, Army Corps of Engineers permits to satisfy Section 10 requirements of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act will be necessary./4/ Because the retaining wall will not be within the high water mark of the river, no State Lands Commission permit will be required for this portion of the project./5/ A California Department of Fish and Game Stream Alteration Agreement (Sec. 1601-1603) will be necessary; negotiation and approval of this agreement is outside the environmental review process established by CEQA.

In order to mitigate adverse impacts of the proposed plaza on the river bank the project sponsor has agreed to eliminate the plaza and retaining wall from the project. Thus, the permits identified would not be required.

The project's parking lot will extend into the setback area required by the City's Streambank Setback Ordinance. Riprap or a retaining wall will be necessary. This construction will trigger review by the Department of Fish and

Game which requires a Stream Alteration Agreement for any modification to a stream or its banks. The Army Corps of Engineers also could require a permit under its Section 10 and 404 jurisdiction. Construction of a support structure will not likely create any significant impact on the level of floodwaters as a portion of the bank must be removed in order to construct the support; this will open up more area within the floodway./6/

If any stabilization of the Hatt Building foundation is undertaken within the bank of the Napa River (for example, if riprap is placed at points eroding adjacent to the building), both Section 10 and Section 404 permits will be required from the Army Corps of Engineers, as well as a Stream Alteration Agreement from the Department of Fish and Game.

To the extent possible, the project sponsor agrees, as mitigation, to stabilize the foundation from within the building itself. If exterior work is undertaken, the sponsor will remove existing obstruction in the floodway (such as wooden pylons) such that the net effect is a zero rise in the flood elevation.

d. Change in the amount of surface water in any water body?

NO. The quantity of surface water in the Napa River will not significantly increase as a result of this project.

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

MAYBE. Discharge as a result of storm events will result in runoff to the Napa River; urban runoff typically contains pollutants such as oil and grease, heavy metals, and sediment. These will add slightly to the biological oxygen demand of the Napa River waters and to the turbidity levels of the river. These levels will have an insignificant effect on Napa River water quality, however.

f. Alteration of the direction or rate of flow of ground waters?

NO. Any trenching that may be necessary for utility lines or landscape irrigation will not likely encounter groundwater. If groundwater is encountered, construction activities will have no permanent effect on groundwater flow.

An underground gas tank located beneath the site will be required to be removed (see Items 10 and 17, below). Excavation for removal will likely encounter groundwater. Proper fill and compaction will result in no significant effect in groundwater flow.

g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

NO. As discussed in Item 3.f. above, groundwater may be encountered during removal of an underground tank. If groundwater is encountered, temporary pumping may be necessary but will not affect any water supply wells in the adjacent area. Proper fill and compaction will result in no significant long-term effects on groundwater.

h. Substantial reduction in the amount of water otherwise available for public water supplies?

NO. Existing water supplies in the area can accommodate demand from the project (see Utilities, 16.c, Water, below).

i. Exposure of people or property to water-related hazards such as flooding or tidal waves?

NO. Floodwaters of the 100-year flood event would reach approximately to an elevation of 17.8 feet, according to the Federal Emergency Management Agency./1/ The riverwalk will extend from the Hatt Building at its first floor level of 16.75 feet above sea level and therefore will be inundated in a flood event of this magnitude. A tsunami resulting in a 20-foot run-up of water at the Golden Gate would be expected at a return interval of 200 years./7/ At the project site, water levels for an event of this magnitude would increase less than two feet. Because flood events and tsunamis are predictable in advance, the exposure of people to these events would be minimal. The riverwalk will be inundated and exposed to damage during a 100-year flood.

To mitigate impacts of the riverwalk, the project sponsor has agreed to redesign the project. The riverwalk will be cantilevered from the first floor level instead of being supported by knee braces, as originally proposed. In order to avoid increasing the flood water surface level, the sponsor has agreed to remove existing obstructions in the floodway adjacent to the Hatt Building. These obstructions include trees and limbs, concrete blocks, wooden pylons and miscellaneous roots and debris (please see Appendix B). Removal of these obstructions will compensate for addition of a new obstruction, the riverwalk, and will actually result in a net decrease of 1/100ths of a foot in the water surface elevation./2/

NOTES – Water

/1/ Robert Peterson, Supervising Civil Engineer, City of Napa Public Works Department, meeting, July 15, 1986.

/2/ Letter from Dennis J. Metaxas, Project Engineer, Camp Dresser & McKee Inc., to George Schroder, Napa Mill Development Company, dated September 2, 1986, and letter from Roland Friedrich, Project Superintendent, Friedrich Company Inc., to George Schroder, dated August 7, 1986. Also, Dennis Metaxas, Camp Dresser & McKee Inc., telephone conversation, September 10, 1986.

/3/ Letter from Charles W. Shinnamon, P.E., Consulting Civil Engineer, to James McCann, Napa City Planning Department, dated June 4, 1986.

/4/ Calvin Fong, Chief, Regulatory Functions Branch, U.S. Army Corps of Engineers, San Francisco, meeting, July 18, 1986.

/5/ Jim Poe, Land Agent, State Lands Commission, telephone conversations, July 17 and 21, 1986.

/6/ Dennis Mataxas, Project Engineer, Camp Dresser & McKee, Inc., telephone conversation, September 12, 1986.

/7/ J.R. Ruth and W.R. Dupre, Map Showing Areas of Potential Inundation by Tsunamis in the San Francisco Bay Region, California (Miscellaneous Field Studies Map MF0480), a reprint by San Francisco Bay Region Environment and Planning Study, 1982.

4. Plant Life. Will the proposal result in:

a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?

NO. The project site consists of the Hatt Building and an adjacent unimproved flat area of exposed soil and gravel. On this latter area, plants consist primarily of introduced grasses such as oatgrass and brome, and introduced weeds such as fennel and bull thistle. A number of large introduced trees are also located here. These include tree-of-heaven, English elm and black locust. These plants which are either weeds or planted trees are common species. The diversity of plants on the unimproved portion of the site is low compared to natural areas and the loss of this vegetation will not be significant. Landscaping will replace the existing trees with smaller ornamental trees and shrubs.

The Napa River bank contains a greater variety of plant species including several emergent aquatic species such as bullrush and cat-tail, introduced grasses such as Hardinggrass and crabgrass, and introduced weeds such as bull thistle, fennel and sweetclover. One multi-trunked introduced black locust tree grows at the water's edge at the southeast portion of the Hatt Building. Three box elder trees, a California native of the riparian zone, grow at the water's edge: one at the site of the proposed plaza, one on the upper river bank below the proposed parking lot, and the third at the northeastern corner of the building. These trees are large with trunk diameters of eight to fifteen inches at the base. They are in poor condition, however, with the two near the Hatt Building having many broken branches. Two healthy cottonwood trees and an English elm grow on the river bank west of the location of the proposed plaza.

The construction of the riverwalk will require the trimming or removal of two box elder trees and one black locust tree to provide clearance for the walkway. A box elder below the parking lot will be removed and replaced with landscaping plants, probably small flowering trees. Another box elder tree will be removed for construction of the plaza and retaining wall. The loss of these trees will not be a significant impact.

The Army Corps of Engineers will review permits to determine disturbance of riparian or wetland habitat at the site./1/ In addition, disturbance to the bank during construction of the plaza and the parking lot's support structure will require a California Department of Fish and Game Stream Alteration Agreement (Sections 1601-1603)./2/ The project as proposed will have limited impact on the low-value habitat that is present.

The project sponsor has agreed, as mitigation, to eliminate the plaza and its retaining wall from the development; no Stream Alteration Agreement will be necessary for this portion but will be necessary for the other riverside activities.

b. Reduction of the numbers of any unique, rare or endangered species of plants?

NO. The project site is a small, disturbed parcel within an urban area; no unique, rare, or endangered species are on the site.

c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?

YES. Landscaping plants to be used in the parking lot will introduce new species into the project site. The new landscaping will replace trees previously planted on the site. No significant impacts will result from landscaping. (Mitigation measures proposed below for parking impacts would eliminate any interior landscaping from the lot.)

d. Reduction in acreage of any agricultural crop?

NO. The project site has no agricultural uses.

NOTE – Plants

/1/ Calvin Fong, Chief, Regulatory Functions Branch, U.S. Army Corps of Engineers, San Francisco, meeting, July 18, 1986.

/2/ Fred Botti, Biologist, California Department of Fish and Game, telephone conversation, July 21, 1986.

5. Animal Life. Will the proposal result in:

a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects)?

NO. The project site provides little habitat for wildlife. Common bird species such as crow, starling, and house sparrows use the open, unimproved portion of the site. Red-wing blackbirds, mourning dove, song-sparrow, and fence lizard use the sparse riparian border of the river. The removal of existing trees from the parking lot and the river bank will temporarily reduce the available habitat of these common animal species. Landscaping of the parking lot will, however, provide replacement habitat for these species.

b. Reduction of the numbers of any unique, rare or endangered species of animals?

NO. Because the project is in an urbanized area, no rare or endangered wildlife species inhabit the site.

c. Introduction of new species of animals into an area, or a barrier to the migration or movement of animals?

NO. No new animals or animal species will be introduced to the area. No animal species require the project site for significant migratory movements.

d. Deterioration to existing fish or wildlife habitat?

NO. Terrestrial wildlife diversity is low. The project will not significantly affect existing wildlife species. Project components such as the riverwalk and plaza will not have any significant effect on fish habitat.

6. Noise. Will the proposal result in:

a. Increases in existing noise levels?

YES. Existing land uses in the project vicinity are primarily mixed-use urban development consisting of office, retail, residential and, on the east side of the Napa River, industrial activities. Background outdoor noise levels in the area are dominated by vehicular traffic including trucks, automobiles, buses, motorcycles, and emergency vehicles traveling along surface streets. Occasional intrusive noises are associated with residential, commercial, and industrial activities. The traffic along Soscol Avenue contributes more to the noise environment than other sources in the project vicinity. Aircraft and railroad noise are not considered a problem in the City of Napa./1/

Normal conversation becomes increasingly more difficult with background noise levels exceeding 55 dBA. When background noise levels reach 70 dBA, people must raise their voices to be heard. For most people, sleep is disturbed when interior noise levels exceed 50 dBA. These and other relationships between people and noise have compelled state and local governments to establish noise standards for various land uses.

The City of Napa has adopted the noise and land use compatibility standards developed by the State Department of Health Services, Office of Noise Control. These standards categorize noise exposure levels (Community Noise Equivalent Level (CNEL)), expressed in decibels (dBA), for given land uses on a continuum from "normally acceptable" noise levels to "clearly unacceptable" noise levels./2/ The "normally acceptable" designation means that normal construction would suffice to keep interior noise levels within the acceptable range. "Conditionally acceptable" means that new development would require a detailed analysis of noise reduction requirements and the inclusion of insulation features into the design. "Normally unacceptable" means that new development within this noise environment should be discouraged or should proceed only after a detailed acoustical analysis is completed. New construction or development should generally not be undertaken within a noise environment designated as "clearly unacceptable."/1/ A normally acceptable noise environment for both residential and library use is a maximum of 60 dBA, CNEL; a conditionally acceptable noise environment is a maximum of 70 dBA, CNEL. A normally acceptable noise environment for office and commercial use is 67 dBA, CNEL; a conditionally acceptable noise environment is 75 dBA, CNEL./3/

Residential units, schools, hospitals and parks are land uses that are considered to be more sensitive to changes in ambient noise levels than commercial or industrial land uses. The County's office buildings are located approximately 500 feet northwest from the project; the City/County library is approximately 100 feet west; residential units are approximately 300 feet southwest; and offices (small businesses in former residences) are approximately 200 feet southwest of the project site. A park is approximately 1,000 feet north of the project site.

Construction temporarily will generate high noise levels intermittently on and adjacent to the project site. Typical outdoor noise levels for commercial and industrial construction range from 78 dBA L_{eq}./2/ at 50 feet for foundation work to 89 dBA, L_{eq}, at 50 feet for excavation and finishing work./4/ It should

be noted that the majority of construction work on the project will be performed on the interior of the building, with walls forming noise barriers, which could reduce the noise levels given below by up to 10 dBA; once the building is sealed (no leaks due to open windows and no roof), reductions in noise levels will be as much as 15 dBA. Work on the roof is projected to last about two months. Parapet walls will provide shielding for adjacent land uses.

Assuming worst case conditions for the purposes of this analysis (89 dBA, L_{eq}, at 50 feet), ambient noise levels at the library could be as high as 83 dBA, L_{eq}. Ambient noise levels at the offices south of the project could be as high as 77 dBA, L_{eq} and ambient noise levels at the residences could be as high as 73 dBA, L_{eq}. Interior noise levels can be expected to be reduced approximately 15 dBA due to the attenuation provided by the building envelope. Thus, indoor noise levels would be expected to be reduced to 68 dBA, L_{eq}, 62 dBA, L_{eq}, and 58 dBA, L_{eq} respectively. Construction noise could occasionally disturb concentration and communication of adjacent residents, the patrons and workers at the library, and office workers.

Vehicular traffic associated with the project will have an insignificant effect on ambient noise levels in the area. Project-related traffic will not increase the ambient noise level by more than 3 dBA, this change will be imperceptible to the human ear./5/

The project, therefore, will result in a temporary increase of existing noise levels.

b. Exposure of people to severe noise levels?

NO. The project will not expose people to severe noise levels (see Item 9.a. above).

NOTES – Noise

/1/ City of Napa, General Plan, Noise Element, 1982.

/2/ Noise is measured in units of decibels (dB), a logarithmic scale. The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds to different frequencies. Environmental noise fluctuates in intensity over time, and is typically described as a time-averaged noise level. Two descriptors are commonly used: L_{eq}, and CNEL. L_{eq}, the energy equivalent level, is a measure of the average energy intensity of noise over a given period. CNEL, the Community Noise Equivalent Level, is an index based on a 24-hour average of the energy content of the noise, with a 10-dBA "penalty" added for nighttime noise (10:00 p.m. to 7:00 a.m.) and a five-dBA "penalty" added for evening noise (7:00 p.m. to 10:00 p.m.) to account for the greater sensitivity of people to noise during these periods.

/3/ These standards reflect the outdoor noise environment not the resulting indoor noise environment.

/4/ Bolt, Beranek and Newman, Noise from Construction Equipment and Operation, Building Equipment, and Home Appliances, 1971.

/5/ Traffic volumes would have to double for an increase of 3 dBA; an increase of 3 dBA is just barely perceptible to the human ear. Traffic volumes, as a result of the project, would not double (see Appendix A for a discussion of traffic volumes).

7. Light and Glare. Will the proposal produce new light or glare?

YES. Project plans call for decorative lighting in and around the parking lot which will match other lights used in the city park at Third and Main Streets. Plans specify lighting around the Hatt Building, which will be directed onto the building itself. New lighting could be perceived as intrusive to residents of the homes southwest of the site. Glare from vehicles in the parking lot and headlights from cars of the project's nighttime patrons could also affect nearby residents.

New street lighting and security lighting for the parking area and walkways will provide increased visibility for night driving and pedestrians, and will therefore provide benefits to the area's security. The overall effects are not expected to be detrimental if the parking lot's perimeter is landscaped and stationary lights are directed away from residences.

8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?

YES (present) / NO (planned). Existing land uses in the project vicinity are public buildings, including the County Hall of Justice and Administration Building diagonally across Fifth and Main Streets from the site, and the City/County Library across Brown Street from the site. Two vacant lots are directly north of the Hatt Building across Fifth Street. Further north are the commercial, retail and office uses along Main Street and its side streets. Residential uses are located to the southwest and west. Former single-family homes located along Division Street between Randolph and Brown Streets and along Coombs Street adjacent to the County buildings are now occupied by small businesses and social service offices. Industrial uses predominate on the eastern bank of the Napa River.

Planned new uses in the vicinity of the project site include a new County jail facility to be built as an extension to the south of the existing Hall of Justice building. The extension would encompass a portion of the existing parking lot serving the buildings' workers and visitors. Proposed new uses include the Napa National Bank project, a mixed-use, three-story retail/office/bank building at the southeast corner of the intersection of Third and Main Streets. The configuration of the project in July 1986 calls for approximately 9,000 square feet of space devoted to a branch bank, 5,000 square feet of retail and 18,000 square feet of office space./1/ There is no plan or submitted application for the unimproved lot north of the Hatt Building.

The Napa General Plan designates the project site as "TC" (Tourist Commercial), and defines this classification as providing for visitor-oriented commercial uses such as hotel, motels, restaurants, recreation and amusement./2/ Although "CL" (Limited Commercial) is the zoning district that most appropriately corresponds to the General Plan designation of TC,/3/ the

site is zoned "PC" (Planned Community). This zone allows all land uses that are consistent with the City's General Plan provided that a site development plan is prepared and approved. The problem with this circular authority is that the General Plan contains very few policies as to what the TC designation allows.

Under the current zoning code, the site must be rezoned from PC to "PD" (Planned Development) in order to allow the proposed mixed-use project at this location. PD is similar to PC, yet is more site-specific, intended for the scale of a building rather than that of a neighborhood.

The City of Napa is in the process of developing a new zoning code that would more appropriately classify areas in the City and more specifically state which uses in each district are allowed and which are conditional. Different sections of the proposed new ordinance are in different stages of review by the Planning Department and the Planning Commission. Ultimately the City Council will adopt the new code, either as proposed or with changes; adoption is anticipated sometime in the summer of 1987./4/ The zoning district proposed for the Hatt Building site is "CV" (Visitor Commercial). This district is intended to provide for uses and services associated with tourism.

The CV District would encourage the orderly development of areas of attraction and special interest to both residents and visitors. Permitted uses would include: convenience markets; restaurants; retail establishments for clothes, sporting goods, books, flowers, gifts, hobbies, jewelry, and pets; health centers, beauty shops and salons; laundromats and cleaners; travel agencies; and art shops, studios, and galleries. Professional offices and real estate and insurance offices would be permitted on second and third floors. Conditional uses would include lodging and convention facilities, campgrounds, museums, theatres, amusement features (e.g., skating rinks, miniature golf courses, bowling alleys, service stations, sports clubs and courses, bars and nightclubs, fraternal clubs and lodges, parking lots and garages, public and quasi-public buildings, and office uses permitted on upper stories when located on the ground level. In addition, the proposed CV zoning ordinance would recognize that short-term opportunities for use of properties originally devoted to industrial or manufacturing endeavors (such as the Hatt Building), or uses consistent with the existing "CL" zoning district, are acceptable while preserving the long-term direction established in the General Plan. In other words, the characteristics of allowable uses is sufficiently broad to reflect Napa's present economy and character as well as long-term planning for the district as envisioned in the General Plan. Again, the CV district and its uses are in a draft review stage.

In addition to the City's General Plan, the City has recently adopted a concept plan for the riverfront area. For the area west of Soscol Avenue, the Napa Riverfront Plan/5/ calls for the revitalization of the downtown riverfront through preservation of historic structures, sensitive infill development, and new development along Main Street south of Third Street and along First Street east of Main Street. The plan promotes strengthening of the image and vitality of the downtown through enhancement of the river as a major integrating feature. Ground- and lower-floor, street-front retail and commercial uses that extend the fabric and street life of the central downtown are proposed in the land use element, together with office and residential uses on upper levels. The parcel north of the Hatt Building is identified in the plan as one of several

possible sites for a 200- to 250-room hotel conference center. The plan proposes continuous public access on both banks of the river including construction of a riverwalk promenade (in conjunction with private development) from the proposed Central Riverfront Park (between First, Main, and Third Streets and Soscol Avenue) to the Hatt Building.

The Circulation element of the Plan proposes improved signage directing visitors from Highway 29 and Main Street throughout its length. Streetscape improvements such as roadway reconstruction, new trees, curbs, sidewalks, lighting and utility relocation would upgrade Main Street from Pearl Street to the Hatt Building, identified as a critical component in enhancing the image and identity of the downtown. The Riverfront Plan identifies the problem of providing on-site parking as a constraint to development on the narrow parcels of Lower Main Street. In the short-term, the City could, according to the concept plan, permit a phased approach to riverfront development, allowing on-site surface parking in the first phase to be later replaced by either off-site parking or on-site parking incorporated below grade with shops above. The advantage of this phased approach is that it would permit incremental development in the Lower Main Street area. A site for a potential parking structure is identified south of the proposed County jail addition. This concept would relocate a one-block length of Fifth Street to the north in order to position the facility immediately north of the public library and in close proximity to new riverfront development and the Hatt Building.

Finally, the plan recommends that the City leave options open for eventual construction of a new river crossing, perhaps at Main Street, or an expansion of the Third Street bridge. The Conservation, Recreation and Open Space element of the plan recommends that the existing natural shoreline and riparian vegetation be maintained to the greatest extent possible and, similar to the land use element, recommends a continuous public access system along the riverfront.

The proposed Napa Mill project is consistent with the Napa General Plan as the TC designation calls for visitor-oriented retail uses. This designation is sufficiently general (that is, the General Plan does not specify a detailed list of uses) that the project can be considered consistent. As noted, the project site must be rezoned from PC to PD; this is not a significant change as the zoning classifications are essentially identical, and differ only as to the scale of project, building or neighborhood, to which they apply. The project is consistent with the proposed CV zoning. Finally, the project is consistent with the vision of the downtown riverfront area conceptualized in the Napa Riverfront Plan. The project will preserve the historic portions of the Hatt Building, and the addition of the riverwalk, allowing public access along the water, will positively link the development to the presence of the river. Retail and restaurant space at the ground level, and upper-level office uses are consistent with the plan's recommendation. Improved circulation and signage would promote the success of the Napa Mill project and provision of a city parking garage near the site would help alleviate the project's deficiency in meeting the City's existing parking requirement. Common lighting, paving and street furniture along the entire length of Main Street would integrate the project into the broader downtown retail area. Renovation and adaptive reuse of the Hatt Building, a prominent and historically important feature of Main Street and the City of Napa, will serve to meet the planning policies and goals of the Riverfront Plan.

NOTES – Land Use

/1/ David Cunningham, Project Sponsor, Napa National Bank project, telephone conversation, July 16, 1986.

/2/ City of Napa, General Plan, Land Use Element, 1982.

/3/ John Yost, Planning Director, City of Napa Planning Department, telephone conversation, July 3, 1986.

/4/ Charlie Woods, Principal Planner, City of Napa Planning Department, meeting, July 11, 1986.

/5/ ROMA Design Group, Land Economics Group, Camp Dresser & McKee, Inc., and DKS Associates, Napa Riverfront Plan and Downtown Riverfront Concept Plan, March 1986, adopted by the City of Napa, July 15, 1986.

9. Natural Resources. Will the proposal result in:

a. Increase in the rate of use of any natural resource?

YES. The project will use wood products, gravel, cement, petroleum-based paving material, paints, steel, and fossil fuel during construction. This use will have a negligible impact on resource depletion locally and regionally, particularly because the Hatt Building is an existing structure requiring only alterations.

After completion, the project will result in a increase in the use of electricity and natural gas for heating, cooling and cooking. The impact of the project on the rate of use of resources in the region will be insignificant.

b. Substantial depletion of any non-renewable natural resource?

NO. The project will not result in a substantial depletion of any non-renewable natural resource. Buildings C, D, E and F will incorporate energy-efficient equipment and and will conform to Title 24 energy consumption guidelines.

10. Risk of Upset. Will the proposal involve:

a. Risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?

YES. The proposed project is a commercial development, and will not contain or generate hazardous waste or by-products. The proposed parking lot on the site, however, was the site of a gas-generating plant, believed to date back to the late 1800s. There are no existing records as to whether the waste products were buried on-site, or hauled elsewhere. Therefore, the potential exists for hazardous materials to be located below the proposed parking lot./1/ There is also an existing subsurface gas tank located between the parking lot and the existing Hatt Building. Soil samples taken near the northern side of the building indicate the presence of hydrocarbons, a by-product of gasoline, which could be

associated with a leak in the tank, and considered a human health hazard (see Human Health, Item 17, below).

The subsurface gas tank will be removed prior to development of the site. Removal will eliminate future potential risks, and will require an Underground Tank Removal permit issued by the Napa County Health Department. The project sponsor has agreed, as mitigation, to comply with a request from the Napa County Environmental Health Department to conduct further investigation, prior to project approval, to determine the extent of soil and water pollution, the type of contamination and if soil and ground water clean-up is required due to the presence of the underground storage tank./2/

PG&E has identified the parking lot area as a potentially hazardous waste site because of the potential by-products of the gas-generating plant. The sponsor has agreed, as mitigation, to undertake additional soil borings in the parking lot area to determine the extent of potential hazardous wastes prior to approval of a grading permit for the site. See Item 17, Human Health, below, for further discussion of hazardous materials and risks.

b. Possible interference with an emergency response plan or an emergency evacuation plan?

NO. The project will include clearly visible signs showing evacuation routes in the event of an emergency. The project will include life safety measures such as sprinklers and alarms.

NOTES - Risk

/1/ Ralph Hunter, R.S., Supervising Sanitarian, Napa County Department of Environmental Health, telephone conversation, July 18, 1986.

/2/ Request made in letter from Ralph Hunter, R.S., Supervising Sanitarian, Napa County Department of Environmental Health, to John Yost, Director, Napa City Planning Department, dated August 7, 1986.

11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?

NO. The project will have no significant effect on existing or future population patterns.

12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?

YES. The project is primarily a retail commercial development that will serve existing residents and provide visitor services and attractions. Thus, the project will neither provide new housing units nor, because of the type of workers anticipated, create a substantial new demand for housing in the City. There will, however, be a cumulative impact on local housing demand due to the incremental addition of this project to other employment-generating developments in Napa.

Although the number of project employees depends on final tenant mix and market demand for goods and services to be provided, the sponsor has estimated employment levels, by use, for the project (see Description of Project, Section 2). The estimate includes 91 full-time and 80 half-time employees, or the equivalent of 131 full-time jobs (assuming a 40-hour work week). Most of these positions will be for unskilled or semi-skilled labor -- retail shop clerks, kitchen and restaurant help, cashiers, secretaries, and maintenance/janitorial workers. Average wages for these workers will range from minimum wage to about $17,000 annually. Skilled positions such as chefs, word processors and retail shop managers will provide higher salaries, ranging from $12,000 to $40,000. Professionals working in the offices are likely to be employed by law, accounting, real estate, insurance and other financial and service-oriented enterprises. Average wages for these workers will range from about $15,000 to over $50,000.

It is difficult to identify how much employees can afford for housing because most households consist of more than one worker. In the City of Napa's urban area, the average household in 1985 contained 1.22 workers, according to the Association of Bay Area Governments./1/ Thus, housing is purchased or rented based on the combined resources of the entire household unit. In addition to wages, many factors affect the ability to pay for housing, such as equity in a prior residence, inheritances, investments, debt and other obligations. Consequently, households with similar incomes may have very different financial abilities to pay for housing. Likewise, willingness to pay for housing depends on an assortment of factors such as demographics, personal preference, tax considerations and the price of other goods and services. Finally, housing affordability is defined within the context of the particular housing market.

Rental housing is the most affordable type of housing in Napa. With a low vacancy rate of about 2.5% for all housing within the Napa urban limit line/2/ (five percent is generally considered a normal vacancy rate, so anything below that represents a tight housing market), there already exists a competitive condition for finding suitable and affordable housing. Although the project will not create a significant new demand for housing, there will be greater competition for available housing units with employment growth than without it.

NOTES -- Housing

/1/ Association of Bay Area Governments, Projections '85, July 1985.

/2/ Dave Neivelt, Associate Planner, City of Napa, telephone conversation, September 9, 1986.

13. Transportation/Circulation. Will the proposal result in:

a. Generation of substantial additional vehicular movement?

YES. The project will generate a total of about 3,165 vehicle trips ends (vte) per day. Of the total vte, about 300 will occur during the p.m. peak-hour; 155 will be in-bound toward the site and 145 will be away from the site. The project will not have a significant effect on increased traffic congestion in the area. Appendix A contains a complete discussion of traffic impacts.

b. Effects on existing parking facilities, or demand for new parking?

YES. Under the City's parking requirement, the project is required to provide 406 spaces. As designed, however, the parking lot would provide only 94 on-site spaces; this would result in a deficit of 312 spaces. A lot designed to city code standards would accommodate 68 vehicles. Parking demand from the project is estimated to be substantially less than 406 spaces. Appendix A contains a complete discussion of parking demand and impacts. The sponsor proposes several measures to mitigate the deficit in on-site parking (see mitigation discussion).

c. Substantial impact upon existing transportation systems?

NO. The project will not impact service levels at nearby intersections. With additional traffic from this project and the Napa National Bank project, located two blocks north of the site at the southeast corner of Third/Main Streets, intersections in the vicinity of the site will continue to operate at excellent to very good levels of service.

As mitigation, the project will include its own shuttle to serve remote parking facilities. Appendix A contains the sponsor's proposed shuttle program. The Napa City Bus Lines has sufficient capacity to accommodate any increases in ridership that the project will create.

d. Alterations to present patterns of circulation or movement of people and/or goods?

YES. The southern portion of the lot to be used for project parking is currently used as an informal throughway from Brown Street to Main Street. Once the project parking lot is in use this will no longer be possible. The project sponsor has requested an abandonment or lease arrangement with the City from Brown Street between Division and Fifth Streets to provide additional project parking. The effects of this street closure are discussed in Appendix A. The project sponsor also has requested an abandonment or lease arrangement for the portion of Fifth and Main Streets abutting the Hatt Building to provide additional project parking. As these are not through-streets circulation will not be altered.

e. Alterations to waterborne, rail or air traffic?

NO. There will be no impacts on water, rail or air transportation.

f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

NO. The project will increase potential traffic conflicts at the intersections of Main/Fifth Streets and Fifth/Brown Streets, as these intersections have no controls. In accordnace with warrants in the California Department of Transportation Manual, the project sponsor has agreed to provide stop signs at these intersections to mitigate these conflicts. If Brown Street is closed (see Appendix A), no stop sign will be needed at the Fifth/Brown Streets intersection.

14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

a. Fire protection?

NO. The City of Napa Fire Department serves the site area. The Main Fire Station, located about one-half mile from the site, has a response time of about two minutes to the site. The site has several unique features, from a firefighting standpoint, such as the age of the existing structures and its riverfront location which leaves only two sides for firefighting access. The project will add incrementally to the level of demand for fire and medical services provided by the City Fire Department. The Fire Department has indicated, however, that impacts to the department could be mitigated by compliance with the Uniform Building Code, the Uniform Fire Code, and other Fire Department requirements./1/ The applicant will be required, for example, to construct an adequate fire hydrant system, install an automatic sprinkler system, provide 24-hour fire monitoring, including sensors and alarms, and comply with Fire Department design review comments.

b. Police protection?

NO. The proposed project itself will not result in a significant increase in demand for police protection services. However, the project, together with other growth in the City, will add incrementally to the level of police protection required city-wide. The current ratio of officers in the Napa Police Department to population is about 1.3:1, which is below that recommended by the International Association of Chiefs of Police, 1.7:1./2/

Typical calls which might be generated by the project would include daytime shoplifting, nighttime burglaries, credit card thefts and occasional disturbance calls. The project will be required to be built in conformance with city standards including pedestrian sidewalks. The project will coordinate establishment of security techniques, such as burglar alarms and locks, with the Police Department.

c. Schools?

NO. The project will be retail and office uses catering to tourists and existing residents and will therefore not contribute to school enrollments.

d. Parks or other recreational facilities?

NO. The project will primarily cater to tourists already visiting Napa and therefore will not increase use of local parks or recreational facilities. It will, however, provide the amenity of a riverwalk along the eastern and southern sides of the site.

e. Maintenance of public facilities, including roads?

YES. The project will generate additional trips to the site area and on adjacent city streets which will add incrementally to the need for maintenance of such streets.

A portion of the property taxes and retail sales tax revenues generated by the completed project will be distributed to the City's general fund; part of these funds will be used by the City for street maintenance. Therefore, the project's

incremental increase in the cost of maintaining streets in the site area will have an insignificant effect on the total cost of road maintenance required by the City.

f. Other governmental services?

NO. No other services will be required or be affected by this project.

NOTES – Services

/1/ Jim Luce, Fire Marshall, Napa Fire Department, telephone conversation, July 17, 1986.

/2/ Lieutenant Berg, Napa Police Department, telephone conversation, July 18, 1986.

15. Energy. Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

NO. Construction of the project's retail, restaurant and office uses will result in slight increases in the consumption of petroleum fuels, electrical energy, and natural gas; however, the project can easily be served by existing utilities and sources of supply. Buildings C, D, E and F will incorporate energy-efficient equipment and and will conform to Title 24 energy consumption guidelines. The project will have a negligible effect on the amount of energy consumed in the Napa urban area.

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

NO. See Item 15.a, above.

16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

NO. PG&E has indicated that existing power (gas and electric) transmission lines and supplies to the site area is adequate to serve the site./1/ Therefore, the project will not result in significant impacts to gas or electric services supplied by PG&E.

b. Communications systems?

NO. Existing telephone lines adjacent to the site can serve the project. No alterations to the existing system will be required.

c. Water?

NO. Existing six-inch lines in Main and Fifth Streets could accommodate the project. Existing City water supplies are adequate to serve the proposed project./2/

The applicant will be required to construct all on-site improvements and utility systems. The design of water mains must be in accordance with City of Napa

engineering specifications, and the City will have design review of the proposed improvements.

d. Sewer or septic tanks?

NO. The site is served by the Napa Sanitation District (NSD); a four-inch on-site line serves the existing building. This four-inch line will have to be upgraded to six inches. Connection will be made to the main 16-inch sewer trunk line located at the corner of Fifth and Main Streets.

The NSD treatment plan has a capacity of 15.4 million gallons per day (mgd) and currently operates at a flow rate of approximately 7.7 mgd. The station currently operates well below capacity and, depending on development trends, could adequately serve the District up to the year 2000./3/ The increases in flow generated by the project will not be significant. Project flows will, however, add incrementally to flows and impacts on sewer service in the area.

e. Storm water drainage?

NO. Existing storm drainage lines run south on Main Street to Fifth, west on Fifth to Brown Street, and south on Brown Street adjacent to the proposed parking lot. Storm drainage on-site will be extended onto these existing lines which are believed to have adequate capacity./2/ Therefore, no substantial alteration of the City's storm drainage system will be required.

f. Solid waste and disposal?

NO. Construction debris will be hauled by the contractor or local waste collection service to an appropriate designated landfill site. After project completion, waste disposal will be provided by a local collection company. The project will not substantially alter the collection of solid waste or its disposal in landfills in the Napa area.

NOTES - Utilities

/1/ Dick Stotard, Customer Services, PG&E, telephone conversation, July 18, 1986.

/2/ Richard Bruechert, Assistant City Engineer, Napa Public Works Department, telephone conversation, July 17, 1986.

/3/ Joan Baker, Office Manager, Napa Sanitation District, telephone conversation, July 17, 1986.

17. Human Health. Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

NO. The proposed project is a commercial development and will not create new health hazards. The site, however, contains an old subsurface gasoline tank located between the existing Hatt Building and proposed parking lot, and the parking lot was the site of a gas generating plant in the late 1800s (see Risk of Upset, Item 10, above). Mitigation measures included as part of the project will eliminate any potential hazard.

b. Exposure of people to potential health hazards?

NO. As discussed in Item 10, above, soils borings will be conducted to establish the presence of hazardous materials or contaminated soils. If necessary, this material will be removed for disposal at an approved site. Such removal will be coordinated with the County Health Department.

Removal of the existing subsurface gas tank and potentially hazardous materials under the proposed parking lot will be a positive impact because it will eliminate potential risks to human health.

18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

NO. The Hatt Building is clearly visible to the public as it is adjacent to two public streets, Main and Fifth. Its tall silos and the wooden structure between them are visible at some distance. From north of the site, the building is visible along Main Street and from the First and Third Street bridges over the Napa River. From the east side of the river, the site is visible from certain vantage points unobstructed by industrial buildings, tall trees and dense vegetation. From the south, the Hatt Building can be seen from the Brown Street and Riverside Drive approaches and, from the west, from the Fifth Street approach. The building is only partially visible to patrons of the City/County Library as the entrance is on Division Street and the library's parking lot is shielded by the library building itself. The site is visible to persons working at or visiting the County Hall of Justice as its parking lot is diagonally across Fifth Street from the site.

Because the Hatt Building is an existing structure, the project will not obstruct any scenic vistas or other public views. Views from upper stories of the County building will be partially obstructed by the addition of partial second and third stories to the Hatt Building. Alterations must be in keeping with the building's architectural style and original materials (see Item 20.b, below). The project as proposed calls for a landscaped parking lot, with trees and shrubs planted along the perimeter and within the interior of the lot. To the extent that existing vegetation (particularly taller trees) will be removed from the parking lot site to accommodate additional parking, a negative visual effect will be introduced. (Measures proposed to mitigate parking impacts would eliminate interior landscaping from the lot.)

The addition of the riverwalk around the eastern and southern sides of the building will provide an amenity to the area allowing views to and along the river.

19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

NO. The project will not create a demand for new recreational opportunities, nor will it impact existing ones. Indeed, it will provide a destination point for visitors and residents of Napa and will offer the amenity of the riverwalk, opening up views of the river to Napa Mill patrons.

20. Cultural Resources

a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?

NO. The entire Napa Valley was occupied by early Native Americans./1/ No known archaeological remains exist on the project site or in the immediate vicinity according to the Napa County environmental sensitivity maps. Yet because the river area was important for Indian activities, it is possible that some remains exist./2/ The soils of the site have been disturbed by previous activity. Grading and earth moving will occur on the parking lot site to prepare it for paving. This parcel contains fill to a minimum depth of three feet. The sponsor has agreed to consult with a qualified archaeologist in the event any cultural resources are encountered to mitigate any potential impacts.

b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

MAYBE. The Hatt Building/3/ is a complex of four contiguous brick structures built during the late 19th Century. Main Street, which once also carried the railroad tracks to town, runs along the front of the building, terminating at the Napa River. The street never crossed the river but the railroad was carried across the river at this point on a bridge. The Hatt Building was thus ideally located to take advantage of both railroad and riverboat transportation.

The original structure, Building A, is a 60-foot by 100-foot two-story brick industrial building constructed for Captain Albert Edwart Hatt's feed and grain milling business. It occupies the extreme northwest corner of the property. The facade of the building has a false-front, stepped parapet and contains a large name and date stone in raised letters near the top reading "A. Hatt - 1884." The simple style of the building is typical for buildings of the time and, worthy of note, is that its bricks were made on the site from Napa River clay. Several large loading doors open on both Fifth and Main Streets. The upper story is a large single room with a hardwood floor which is unusually patterned. This room was originally used as a skating rink and has also been used as a dance floor and basketball court over the years; faint outlines of the painted basketball court can be seen.

Building B to the south was built in 1886-1887 with architecture similar to the original building. It has a stepped parapet and loading dock. There is, however, no name and date plate. A large metal canopy, attached to the second story wall, covers the loading dock area of both Buildings A and B. The loading area is a raised stone and concrete dock and sidewalk encircling the structure on the north and west street frontages. The first floor of the building was intended for use as a warehouse. The second floor, designed for use as a meeting hall, was used for an armory during 1901. During this year, the pressed tin wainscoting was added. The floor now contains turn-of-the-century milling equipment.

Two one-story brick additions, Buildings C and D, were constructed at the rear and to the east of the earlier structures. Although no precise date of construction has been documented, photographic evidence indicates the additions were made between 1890 and 1905. These buildings do not have the architectural detail found in the two earlier buildings. The new additions provided greatly increased warehouse and storage space.

Finally, two hay and grain buildings were constructed adjacent to and south of the original Hatt Building in the 1930. The facades of these later buildings were continuous, constructed of brick, and are compatible with the original complex. The hay building was destroyed by fire in 1959 and replaced with a glued laminated wood frame roof structure with concrete tilt-up walls in 1960.

Minor alterations to the original complex include office remodeling (1974), exterior sandblasting to remove painted advertising signs (1973), and changing the windows on Building B from a round arch to a flat arch (date unknown). Most recently, the structure was used by the Napa Feed and Ranch Supply, but is currently not used for commercial purposes.

When he built the Hatt Building in 1884, Captain Hatt was already a noted merchant in the City of Napa. Expanding business caused him to build the Hatt Building. Working with six other men, he made the bricks himself from Napa River clay. Original plans only called for the building to be one-story in height. Modified to two stories as the walls went up, the complex grew rapidly over the next few years. The Hatts sold the building in about 1912. The Hatt Building complex, still in use for its original business purposes through the mid-1970s, is the best remaining example of 19th Century waterfront industrial development in Napa. Located at the head of navigation on the Napa River, a major highway of commerce between the developing agricultural region of the Napa Valley and the San Francisco area, the City of Napa's tidewater location favored local economic growth and served as a break-in-bulk point for shipping. The Hatt family was actively involved in river commerce and transportation for its own business as well as for others. Hatt's operation was important in milling local grain and providing feed for livestock on the large agricultural operations in the area. As the regional agricultural base broadened, Hatt's business expanded rapidly and soon became an important industry in the local area's economy. Through the last decade it was a virtually unaltered representative of the City's early waterfront industry. The Hatt complex is also the largest brick industrial building remaining in the City of Napa.

On August 12, 1974, Buildings A and B were listed on the National Register of Historic Places, an inventory of historically significant resources maintained by the U.S. Department of Interior's National Park Service. This designation was made on the recommendation of the State Office of Historic Preservation. On April 3, 1979, the entire complex of six buildings was designated Landmark Priority by the Napa City Council./4/

This designation means that a structure/site/feature has "significant aesthetic, architectural, historic, or cultural value to the City. Demolition should be strongly discouraged, uses should be limited to those which are compatible with the physical characteristics of the structure, and alterations should be compatible with the original design and materials used in the structure." Two findings are required for this designation:

1. The structure/site/feature is a good example of a particular architectural style of period or is representative of significant historical development of the City, [and]

2. Demolition of the structure/site/feature would represent a substantial loss of the City's heritage.

The project will include renovation of the exterior portions of Buildings A and B; the metal canopies and loading docks will be retained. The second floors of these buildings, containing the hardwood floor and tin wainscoting will be renovated. In Buildings C, D and E, the brick walls will be retained, as will the existing trusses in Buildings D and E. The existing 80-foot high silos and rooftop tin structure will be retained and the interiors of the silos will be modified consistent with the new commercial use of the building, i.e., for retail space and an elevator. Some original granary equipment from the mill will be publicly displayed.

These renovations and use of the building as a visitor-destination point and gathering place for local residents will be consistent with its Landmark Priority designation by the City of Napa. Uses will be compatible with the physical characteristics of the structure and alterations will be compatible with original design and materials used. Preservation and adaptive reuse of the building will promote the overall architectural, historic and cultural value of the Hatt Building to the City of Napa.

Given its national register status, alterations to the Hatt Building must be consistent with the Secretary of Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" as well. (By submitting this project for Interior's certification, the applicant would receive the federal historic rehabilitation investment tax credits provided by the Economic Recovery Act of 1981.) The State Office of Historic Preservation has informally reviewed the proposed project to ensure compliance with the Secretary of Interior's standards. This office found that "the developers and architects have presented a very exciting rehabilitation proposal which is sensitive to the fabric of the two historic structures."/5/

c. Does the proposal have the potential to cause physical change which would affect unique ethnic cultural values?

NO. The project will not affect any ethnic cultural values.

d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

NO. There are no existing religious or sacred uses associated with use of the project site.

NOTES - Cultural Resources

/1/ Napa General Plan, pp. 204-205 as quoted in Community Planning Services, Atrium of Napa Environmental Initial Study, June 1984.

/2/ Will Selleck, Local Agency Formation Commission (LAFCO) Analyst, County of Napa, telephone conversation, July 30, 1986.

/3/ Information regarding the historical significance of the Hatt Building is derived from landmark evaluation forms submitted to the U.S. Department of Interior / National Park Service for consideration of listing the structure on the National Register of Historic Places and to the City of Napa / Landmark Preservation Advisory Board for consideration of a landmark status designation. These forms are on file and available for review at the City of Napa Planning Department, Community Services Building, 1600 First Street, Napa, California.

/4/ Alice Carey, architect, San Francisco, telephone conversation, July 15, 1986.

/5/ Letter from Stead R. Craigo, A.I.A., Supervisor, Registration Certification Unit, State Office of Historic Preservation, to John Yost, Planning Director, City of Napa, dated June 5, 1986.

21. Mandatory Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

NO. See detailed responses to Items 1-20, above.

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

NO. See detailed responses to Items 1-20, above.

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small but where the effect of the total of these impacts on the environment is significant.)

NO. Minor impacts which might be cumulative (such as traffic, parking, noise, geotechnical and hydrologic) have been discussed above and their effects shown to be mitigated in the following section. Other project-related cumulative impacts will be insignificant.

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

NO. No adverse effects on human beings will be caused by the project.

B. MITIGATION MEASURES

The responses to the checklist form have identified no substantial unmitigable adverse impacts to the environment which would result from construction or operation of the project. The City may therefore elect to file a mitigated Negative Declaration. In this case, the sponsor has agreed to perform the following:

1. Earth Conditions

   - To prevent soil loss and potential runoff impacts during and immediately after construction, the parking lot site will be tilled and a silt fence planted. Water will be sprinkled over bare, graded areas at least twice daily to control wind erosion and eliminate dust.

   - All project-related grading, trenching, backfilling, and compaction operations will be conducted in accordance with city design specifications.

   - The sponsor has agreed to eliminate the proposed plaza and its retaining wall support structure. With no river bank modification in this area, Army Corps of Engineers Section 404 and Section 10 Permits and a California Department of Fish and Game Stream Alteration Agreement will not be required for the plaza.

   - Project construction will conform to the seismic design provisions of the 1985 Uniform Building Code.

2. Air Quality Conditions

   - The project sponsor will require the construction contractor to wet down the site twice a day during construction to reduce particulates by about 50%.

   - The project sponsor will require the contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions.

3. Water Conditions

   - All project-related drainage improvements (both on- and off-site) will be designed and constructed pursuant to city engineering specifications.

   - Paved surfaces will be regularly swept to remove urban runoff pollutant accumulations, particularly before the onset of the rainy season.

   - To minimize water consumption, low-volume flush toilets will be installed and landscaping will feature native, drought-resistant species requiring minimal irrigation.

   - To minimize impacts that may alter the course or flow of flood waters:

     a. The sponsor has agreed to eliminate the proposed plaza and its retaining wall support structure. With no river bank modification, Army Corps of Engineers Section 404 and Section 10 Permits and a California Department of Fish and Game Stream Alteration Agreement will not be required for the plaza.

b. The riverwalk will be redesigned so as to be cantilevered from the building's first floor and numerous existing obstructions adjacent to the Hatt Building in the floodway and on river bank will be removed to compensate for any impedance to flood flows. These obstructions include trees and limbs, concrete blocks, wooden pylons and miscellaneous roots and debris.

- All project-related grading, trenching, backfilling, and compaction operations will be done in accordance with city design specifications.

4. Plant Life Conditions

- On-site landscaping improvements (including irrigation systems) will conform to city design standards.

- New landscaping will reflect adaptability to the site's alluvial soils and will include native plant species where possible to maintain consistency with the elements of the remnant riparian (streamside) vegetation.

6. Noise Conditions

- The sponsor will require the project contractor to muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

- To reduce disturbance of residents in the project vicinity, the sponsor will limit construction activities to the hours of 7:00 a.m. to 5:30 p.m., Monday through Friday. There will be: no start-up of machines or equipment prior to 7:30 a.m., Monday through Friday; no delivery of materials or equipment past 5:30 p.m., Monday through Friday; no cleaning of machines of equipment past 6:00 p.m., Monday through Friday; no servicing of equipment past 6:45 p.m., Monday through Friday; and no construction on weekends. Exceptions to these time restrictions may be granted by the City Engineer for one of the following reasons: (1) inclement weather affecting work, (2) emergency work, or (3) other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance. The City Engineer must be notified and give approval in advance to said work.

- Muffler systems will be installed as required by current law on construction equipment. Proper maintenance of muffler systems will be provided.

- Noisy stationary construction equipment such as compressors will be placed away from developed areas and/or acoustical shielding will be placed around such equipment when necessary.

- Plans will be staged and equipment designed to produce a minimum amount of noise consistent with sound construction practice.

- All grading and construction equipment will be turned off when not in use.

7. Light and Glare Conditions

- To minimize obtrusive glare, exterior lights will be of low wattage and will use internal lenses or shields to keep light from spilling onto adjacent properties. Other exterior lights will be directed onto the building and will not produce glare visible from off-site.

- No reflective glass will be used.

13. Transportation Conditions

- Measures to mitigate traffic impacts are fully described in Appendix A (pages A-16 through A-22), and are hereby fully incorporated into this section of the Initial Study.

14. Public Services Conditions

- Fire. The applicant will construct an adequate fire hydrant system, install an automatic sprinkler system, provide 24-hour fire monitoring and comply with the Fire Department design review comments, and Uniform Building and Fire Safety Codes.

- Police. The project will be built in conformance with city standards. The Police Department will be consulted regarding establishment of security techniques, such as a burglar alarm system and locks.

16. Utilities Conditions

- Prior to trenching within existing roadway access, the project engineer will ascertain the locations of all underground utility systems, and will design the proposed subsurface utility extensions to avoid disrupting the services of such systems.

- Water and energy conservation measures will be incorporated into the project design in accordance with applicable codes.

- The applicant will be required to pay for all on-site utility lines.

17. Hazardous Materials/Human Health Conditions

- Additional soil borings will be completed on the proposed parking lot to determine the extent of potential hazardous materials. Should such materials be located on the site, the County Health Department would be notified to assist in the development of a removal plan, prior to grading of the site.

- If hazardous materials are present on the site, in quantities that are considered a human or environmental health risk, the site will be cleared of suspect material.

- Additional soil tests will be conducted prior to project approval to determine the extent of soil and water pollution and what clean-up is necessary due to the existence of the underground storage tank adjacent to the Hatt Building. The subsurface tank will be removed prior to site development. Such removal will require an Underground Tank Removal permit issued by the County Health Department.

19. Aesthetics Conditions

- At a minimum, landscaping will be placed around the perimeter of the parking lot.

- Street furniture, lighting fixtures, signage and use of colors and materials will be compatible with the historic landmark.

20. Cultural Resources Conditions

- In the event that cultural resources are encountered during construction, all construction activity will be halted and a qualified archaeologist consulted to determine the significance of the find and develop appropriate mitigation measures.

- The sponsor will comply with the Secretary of Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" and requirements of the State Office of Historic Preservation.