

Napa Valley Transportation Authority

Napa Countywide Pedestrian Plan

Draft
**Initial Study -
Mitigated Negative
Declaration**



May 2016

Napa Countywide Pedestrian Plan

Draft

Initial Study – Mitigated Negative Declaration

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May 2016

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INITIAL STUDY

1. **Project Title:** Napa Countywide Pedestrian Plan
2. **Lead Agency Name and Address:**

Napa Valley Transportation Authority
625 Burnell Street
Napa, CA 94559
3. **Contact Person and
Phone Number:** Danielle Schmitz, Planning Manager, (707) 259-5968
4. **Project Location:** Countywide, Napa County (see Figure 1)
5. **Project Sponsor's Name and Address:** Same as Lead Agency
6. **General Plan Designation:** N/A, Countywide
7. **Zoning:** N/A, Countywide
8. **Description of Project:**

The proposed Napa Countywide Pedestrian Plan (NCPP or "Plan") is intended to provide a pedestrian network that is well connected, safe, and enjoyable for Napa County residents and visitors of all levels of mobility. This Plan aims to increase the number of pedestrian trips countywide and to set the groundwork for a shift in travel mode choice such that non-motorized options are widely available, accessible, and convenient. Through implementation of this Plan and future updates, all Napa County residents, regardless of age or income level, should have easy walking access to their community and the services and amenities that it offers.

The Plan has policies, programs, and development standards to make walking in Napa County safe, comfortable, convenient and enjoyable for all pedestrians. It strives to improve accessibility for the disabled but does not intend to replace existing ADA Transition Plans. The following are the goals of the Plan:

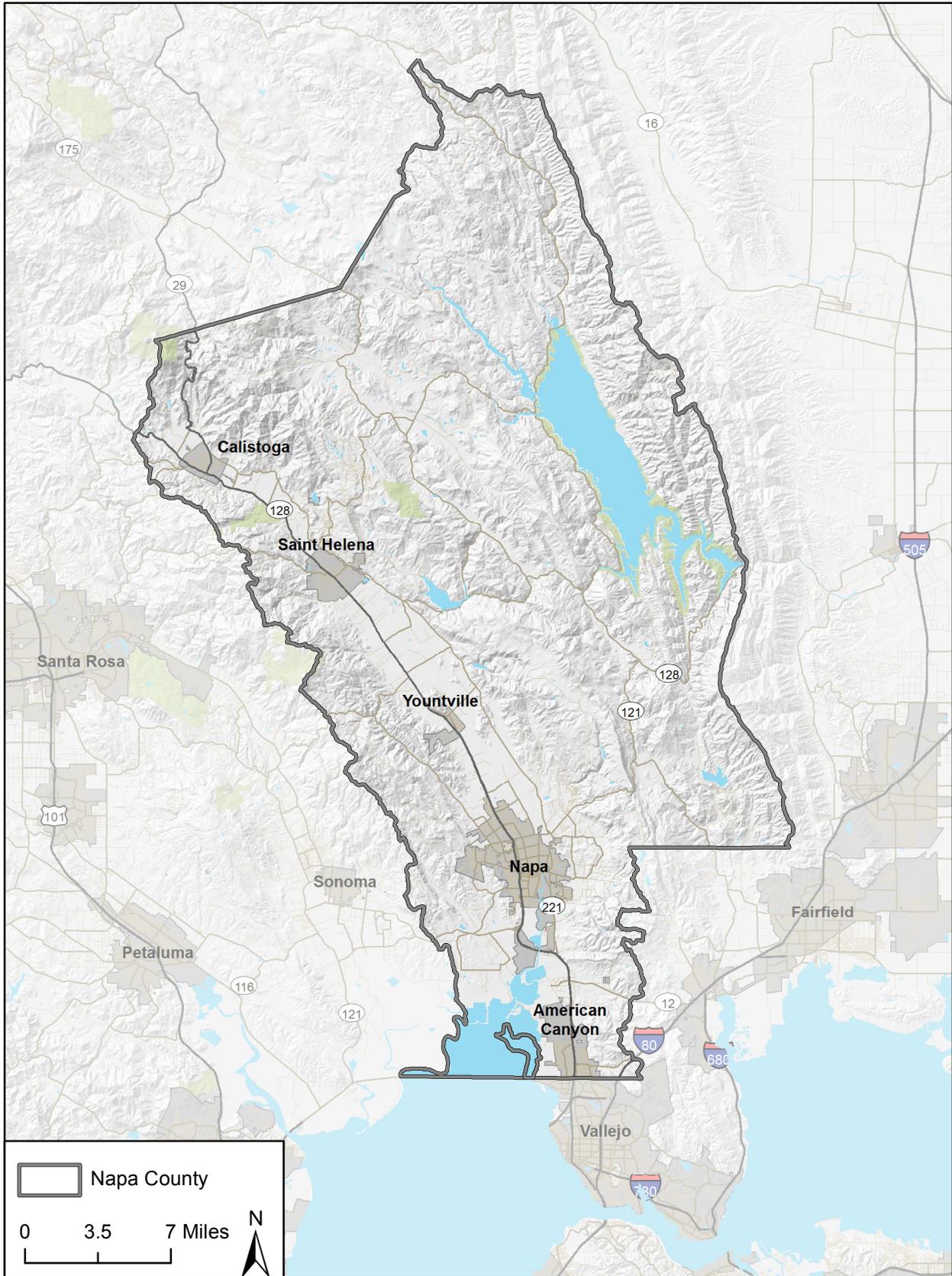
Goal 1: Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users and that foster community interactions

Goal 2: Encourage a multimodal transportation system

Goal 3: Obtain funding for pedestrian projects

Goal 4: Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists.





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Regional Location

Figure 1



In combination with the Napa Countywide Bicycle Plan adopted by the lead agency in 2012, the NCPP would comprise a complete active transportation plan for Napa County.

The NCPP also assembles a priority project list and an implementation plan for these projects. The priority project list was compiled based on results of the walking audits conducted for the Plan; projects recommended through related planning efforts, such as the Countywide Transportation Plan; and conversations with staff and stakeholders and through stakeholder meetings regarding other local priorities.

Table 1 lists the individual priority projects, sorted by jurisdiction, as presented in Section 8 (Description of Project) of the NCPP. The geographic extent of these projects is restricted to western Napa County, and is generally oriented between the City of Calistoga in the north and the City of American Canyon in the south. Proposed projects are located in individual jurisdictions including: 1) Calistoga; 2) St. Helena; 3) Yountville; 4) Napa; and 5) American Canyon, as well as some unincorporated areas of the County along State Route 29. Figures 2a through 2g show the location of each project by jurisdiction. The NCPP addresses various types of proposed projects including sidewalks, crosswalk enhancements, roadway widening for multi-modal facilities, roadway extensions, multi-use trails, pedestrian safety improvements, bridges, and overpasses.

Table 1 Proposed Pedestrian Improvement Projects			
Project ID	Project Name	Location	Description
City of Calistoga Pedestrian Improvements			
City Program	Sidewalk Gap Closure and Maintenance	City-wide	Sidewalk maintenance, rehabilitation and expansion
T0-1 ¹	Berry Street Bridge Replacement	Berry Street at Washington Street	Intersection alignment and crosswalk enhancements
C-1	Pedestrian Safety Improvements SR 29 & Cedar Street	SR 29 (Lincoln Avenue) at Cedar Street	Crosswalk enhancements
C-2	Pedestrian Safety Improvements SR 29 & Brannan Street	SR 29 (Lincoln Avenue) at Brannan Street	Feasibility study for roundabout or flashing beacons and curb ramp location modifications
C-3	Washington Street Complete Streets	Washington Street: Lincoln Avenue to N. Oak Street, at Gerard Street and at Lincoln Avenue	Complete Streets enhancements, crosswalk enhancements and signal modifications
C-4	PSA Recommendations South of Downtown	Foothill Boulevard: Pine Street to Elm Street, Lincoln Avenue at Foothill Boulevard, and Lincoln Avenue at Myrtle Street	Sidewalks , roundabout feasibility study, crosswalk enhancements, and trail improvements
C-5	PSA Recommendations within Downtown Core	Lincoln Avenue: Fair Way to Cedar Street	Mid-block crosswalk enhancements and greenery or art for pedestrian paseo
C-6	PSA Recommendations at Fair Way	Lincoln Avenue at Fair Way	Signal modifications, crosswalk enhancements, and vehicle circulation modifications
C-7	PSA Recommendations North of Downtown	Lincoln Avenue at Wappo Avenue	Crosswalk enhancements



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
C-8	PSA Recommendations South of Downtown	Berry Street at Cedar Street	Crosswalk enhancements
C-9	Lake Street Traffic Calming	Lake Street, Washington Street to Lake County Highway	Traffic calming study
C-10	Lake Street Sidewalk Gap Closure	Lake Street: Washington Street to Lake County Highway	Sidewalks
C-11	Grant Street Safe Routes To School Improvements	Grant Street: Lake Street to Stevenson Street, Grant Street at Arch Way, and Grant Street at Stevenson Street	Traffic calming and safety enhancements, crosswalk enhancements, and intersection alignment
C-12	Grant Street and Wappo Avenue Pathway	Grant Street and Wappo Avenue; East of Stevenson Street	Pathway feasibility study
C-13	Stevenson Street Safe Routes to School Improvements	SR 29 (Lincoln Avenue) at Stevenson Street	Intersection alignment, crosswalk enhancements, and traffic calming improvements
City of St. Helena Pedestrian Improvements			
City Program	Sidewalk Gap Closure and Maintenance	Citywide	Sidewalk maintenance, rehabilitation and expansion to include 29 miles of Citywide sidewalk gap closure
T0-1	Additions to Planned Projects	Main Street at Grayson Avenue	Marked crosswalks on all legs with crosswalk enhancements and directional curb ramps for west leg crosswalk
T0-2	Mitchell Drive Sidewalk	Mitchell Drive, Oak Avenue to St. James Court	Sidewalk on the north side of the street
SH-1	RLS Middle School Sidewalk and Hunt Avenue Improvements	Hillview Place, Spring Mountain Road, Elmhurst Avenue at RLS Middle School; Hunt Avenue, Monte Vista Avenue to June Lane; Hunt Avenue at Edwards Street, Hunt Avenue at June Lane; Hunt Avenue, Grove Court to June Lane	Sidewalks, curb ramp upgrades, and Class I pathway and enhanced mid-block crosswalk
SH-2	Downtown Pedestrian Improvements	Main Street, Spring Street to Adams Street; and Main Street at Pine Street, Adams Street, Hunt Avenue, and Spring Street.	Raised median for entire Main Street Corridor, sidewalk upgrades and streetscape improvements, traffic calming (such as bulb outs), crosswalk enhancements and tree trimming, enhanced marked crosswalk, and pedestrian wayfinding
SH-3	Sulphur Creek Class I Multi-Use Pathway	Sulphur Springs Avenue to Napa River	Class I Multi-Use Path



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
SH-4	Napa River Class I Multi-Use Pathway	Napa River from south city Limit to north city Limit	Class I Multi-Use Path
SH-5	SHUSD Main Street Frontage Sidewalk	Main Street, Grayson Street to Dowdell Lane	Sidewalk
SH-6	Downtown Operations Study	Main Street, Pine Street to Mitchell Drive; Main Street at Pope Street	Signal coordination study and assessment of pedestrian signal timing improvements, and roundabout feasibility study to include analysis of circulation modifications as alternative
SH-7	Main Street Business Frontage Improvements	Main Street at Pope Street, Main Street at Gott's	Sidewalk activation considerations, driveway closure, wayfinding, and landscape improvements
SH-8	Main Street SRTS Improvements	Main Street at Charter Oak Avenue, Main Street at Vidovich Lane	Enhanced marked crosswalk with flashing beacons, crosswalk enhancements, and enhanced marked crosswalk
SH-9	Main Street ADA Improvements	Main Street, Spring Street to Pop Street; Main Street, Dowdell Lane to El Bonita Avenue; Main Street at El Bonita Avenue, and; Main Street at St Helena Chamber of Commerce	ADA driveways, DG ² pathway, sidewalk repair, and detectable warning strip along sidewalk
SH-10	Main Street/ Dowdell Transit Access Improvements	Main Street at Dowdell Lane	Bus stop relocation
SH-11	South St Helena/ Unincorporated Connection	Main Street at El Bonita Avenue to Inglewood Avenue	Sidewalk or enhanced marked crosswalk for Vine Trail connection
SH-12	Sulphur Creek Crossing	Southern terminus of Oak Avenue to Grayson Avenue over Sulphur Creek	Feasibility study for pedestrian crossing
Town of Yountville Pedestrian Improvements			
T0-1	RH Gallery Funded Improvements	Washington Street at Pedroni Street	Sidewalk and crosswalk enhancements, bus stop relocation
T0-2	Washington/Webber Intersection Improvements	Washington Street at Webber Avenue	Sidewalk, crosswalk enhancements
T0-3	Finnell Road Improvements	Finnell Road: Vista Drive to Heritage Way, at Heritage Way	Sidewalk, marked crosswalk
T0-4	Yountville Park Improvements	Yountville Park	Accessibility upgrades
T0-5	Townwide Crosswalk Signage	Townwide	Change in crosswalk signage
T0-6	Yountville Crossroads Complete Streets Project	Yountville Cross Road: Yount Street to Stags View Lane	Sidewalk and sharrow markings, wayfinding study



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
T0-7	Vine Trail Improvements	Washington Street at Madison Street, California Drive at SR 29 northbound ramps, and Washington Street at Webber Avenue	Wayfinding, marked crosswalk
Y-1	Washington Park ADA Improvements	Washington Park Subdivision: Yountville Cross Road to Forrester Lane	ADA
Y-2	Yountville Park Improvements	Washington Street at Lincoln Avenue	Near term: relocated stop sign control, striping, and marked crosswalk. Long term: feasibility study for curb extensions.
Y-3	Washington Intersection Improvements	Washington Street at Humboldt Street, Yount Street, Mulberry Street, and Oak Circle.	Striped bus platform for vehicle channelization, crosswalk enhancements, and study for future enhancements
Y-4	Business Frontage Improvements	Washington Street at Creek Street; Humboldt Street to Buchon Bakery; Hope and Grace Winery ³ ; Vintage Estate Parking Access at Washington Street ³	Enhanced marked crosswalk, study for future enhancements
Y-5	Finnell Road Intersection Improvements	Finnell Road at Yount Street, Yountville Town Hall, Vista Drive, Town limits	Curb extensions, curb ramps, marked crosswalks, speed bump
Y-6	Madison Street Wayfinding	Madison Street: Washington Street to Yount Street	Wayfinding study
City of Napa Pedestrian Improvements			
City Program	Sidewalk Gap Closure and Maintenance	Citywide	Sidewalk maintenance, rehabilitation, and expansion
N-1	Imola Corridor Bicycle and Pedestrian Improvements	Imola Avenue from Foster Road to eastern city limits	Sidewalks and bicycle facilities
N-2	SR 29 Bike & Pedestrian Undercrossing	North bank of Napa Creek, under SR 29	Bicycle and pedestrian Undercrossing
N-3	First Street Roundabouts (West Side)	First Street at Freeway Drive and at SR 29 southbound ramps	Roundabouts
N-4	Browns Valley Road Complete Streets	Browns Valley Road from Westview Drive to McCormick Lane	Widening to provide sidewalks and bike lanes
N-5	5-Way Intersection Modification	Silverado Trail at 3 rd Street/ Coombsville Road/ East Avenue	Intersection alignment and crossing enhancements



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
N-6	Main Street Sidewalk Widening	Main Street from 1 st to 3 rd Street	Sidewalk widening, signal timing improvements for crossings
N-7	Linda Vista Bridge and Extension	Linda Vista Avenue from southern terminus of Linda Vista to Robinson Lane	New Bridge over Redwood Creek and extension
N-8	South Terrace Bridge and Extension	Terrace Drive from southern terminus of Terrace Drive to northern terminus of South Terrace Drive	New bridge over Cayetano Creek and extension
N-9	Solano Bridge and Extension	Solano Avenue from southern terminus of Solano Avenue to First Street	New bridge over Napa Creek and extension
N-10	Salvador Avenue Complete Streets	Salvador Avenue from SR 29 to Jefferson Street	Widening to provide sidewalks and bike lanes
N-11	Pueblo Avenue Overpass	Pueblo Avenue from West Pueblo Avenue to Pueblo Avenue	Pueblo Avenue overpass
N-12	Overpass at Trower Avenue	Trower Avenue at SR 29	Grade separation improvements
N-13	Salvador Creek Class I Trail	Adjacent to Salvador Creek, Maher Street to Big Ranch Road	Class I multi-use path
N-14	Oxbow Preserve Pedestrian Bridge	Napa River, River Trail to Oxbow Preserve	Pedestrian bridge
N-15	Oxbow District Pedestrian Bridge	Napa River, River Trail to Third Street	Pedestrian bridge
N-16	Laurel Street Sidewalk	Laurel Street from Laurel Manor to Laurel Park	Sidewalks
N-17	Sierra Avenue Sidewalks	Sierra Avenue from SR 29 to Jefferson Street	Sidewalks
N-18	Foster Road Sidewalk	Foster Road adjacent to Snow Elementary School	Sidewalks
N-19	Terrace Drive Sidewalks	Terrace Drive	Sidewalks
N-20	First and Second Street Roundabouts	California Boulevard at First Street and at Second Street; First Street at SR 29 NB on/off ramps	Roundabouts
N-21	Shetler Avenue Sidewalks	Shetler Avenue, corridor wide	Sidewalk gap closure
N-22	Second Street Bulbouts	Second Street at Franklin Street and at School Street	Curb extensions
N-23	Railroad Crossing Upgrades	Citywide	Concrete panels with flangeway fillers



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
N-24 ⁴	Redwood Road Corridor Improvements	Redwood Road from Linda Vista Avenue to Solano Avenue	Road diet feasibility assessment, sidewalk or walkway
N-25 ⁴	Redwood Road Intersection Improvements	Redwood Road: at Linda Vista Avenue, Dover Street, Carol Drive, and Solano Avenue	Crosswalk enhancements, signal timing
N-26 ⁴	Redwood Road Transit Improvements	Redwood Center Shopping	Bus shelter
N-27 ⁴	Jefferson Street Intersection Improvements	Jefferson Street: at B Street; Calistoga Avenue; Clay Street; 1 st Street; 2 nd Street; 3rd Street; Oak Street; Laurel Street; Fuller Way; Pine Street; Elm Street; Old Sonoma Road	Crosswalk enhancements, sidewalk, signal timing,
N-28 ⁴	Jefferson Street Corridor Improvements	Jefferson Street: B Street to Old Sonoma Road, and Elm Street to Ash Street	Pedestrian-scale lighting and sidewalk
American Canyon Pedestrian Improvements			
AC-1	Eucalyptus Drive/Theresa Avenue Intersection, Complete Streets	Eucalyptus Drive at Theresa Avenue	Roundabout
AC-2	SR 29 Traffic Calming and James Road Sidewalks	James Road: Donaldson Way to American Canyon Road	Sidewalks
AC-3	Donaldson Way Improvements	Donaldson Way: SR 29 to James Road, James Road to Andrew Road, at Andrew Road, Carolyn Drive to Andrew Road	Tree trimming, marked crosswalks, sidewalks
AC-4	Safe Routes to School Improvements	Donaldson Way at Elliott Drive, Benton Way at Chaucer Lane	Roundabout and relocated bus stop, crosswalk enhancements
AC-5	Elliott Drive Traffic Calming	Elliott Drive: Donaldson Way to Crawford Way, at Crawford Way, at Larkspur Street, Larkspur Street to American Canyon Road	Neck downs with bicycle access, signage, traffic circle with enhanced crosswalk, traffic circle, and raised median with restriping and relocated bus stop
AC-6	American Canyon Road Improvements	American Canyon Road at Elliott Drive, west of Elliott Drive	Near term: curb extensions, median refuge, crosswalk Long term: feasibility study to convert part of roadway to linear park
AC-7	SR-29 Pedestrian Crossings	SR 29 at American Canyon Road and Rio Del Mar	Grade-separated pedestrian crossings



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
AC-8	SR 29 Gateway	SR 29: American Canyon Road to Napa Junction Road, at Donaldson Way	Pathway, median refuges, marked crosswalks, feasibility study for reduced curb radii, curb ramps
AC-9	Vine Trail Railroad Crossing	SR 29 at Paoli Loop Road	Grade-separated Vine Trail crossing
AC-10	Pedestrian/Bicycle Railroad Crossing	Railroad tracks east of SR 29 near proposed "Town Center"	Grade-separated pedestrian/bicycle crossing
AC-11	Danrose / Kimberly Crossing Improvements	Danrose Drive at Kimberly Drive	Feasibility study for reduced crossing distances
AC-12	Commerce Boulevard Extension	Commerce Boulevard: Eucalyptus Drive to southern terminus of Commerce Boulevard	Multi-use path
AC-13	Newell Open Space Pathway	Newell Creek: Newell Open Space entrance at Newell Drive through Newell Open Space	River to Ridge multi-use path connection
AC-14	River to Ridge Trail	Eucalyptus Drive, Rio Del Mar, South Napa Junction Road, Newell Drive	Multi-use path from Theresa Avenue to Newell Drive, bike lanes west of Theresa Avenue
AC-15	Walsh Creek Neighborhood Pathway	Walsh Creek: Cartagena Way to Via Bellagio	Multi-use path and pedestrian bridge
Unincorporated County Pedestrian Improvements			
City Program	Sidewalk Gap Closure and Maintenance	Countywide	Sidewalk maintenance, rehabilitation, and expansion
T0-1	Howell Mountain Elementary School Advance Warning Signage	White Cottage Road north of Howell Mountain Elementary School	Advance warning signage and pavement markings
UNC-1	College Ave Multi-Use Path	College Avenue: White Cottage Road to Fire Station	Off-street pathway
UNC-2	Pathway Treatments Access to School	White Cottage Road: at College Avenue, Howell Mountain Elementary School to College Avenue, at Toyon Street	Crosswalk enhancements, enhanced marked crosswalk Near term: buffer along shoulder Long term: pedestrian pathway
UNC-3	Howell Mountain School Improvements	White Cottage Road at Howell Elementary School	Marked crosswalk with sidewalk extension and ADA path, marked crosswalk removals
UNC-4	Advance Traffic Calming for Howell Mountain Elementary School	White Cottage Road north of Howell Mountain Elementary School	Speed feedback signs and rumble strips



**Table 1
Proposed Pedestrian Improvement Projects**

Project ID	Project Name	Location	Description
UNC-5	PUC South Gateway Treatments	Howell Mountain Road at Bishops Place, at Cold Springs	Speed feedback sign, crosswalk enhancements, feasibility study for roundabout or Pedestrian Hybrid Beacon
UNC-6	PUC Corridor Improvements	Howell Mountain Road: Cold Springs to Angwin Avenue	Pathway, lighting, sidewalk
UNC-7	PUC Crossing Improvements	Howell Mountain Road: at La Jota Drive, Angwin Avenue, PUC Driveway, and Brookside Drive	ADA access path, crosswalk enhancements and additional marked crosswalks, relocated crosswalk and pathway (at Angwin Ave.)
UNC-8	Howell Mountain Road	Howell Mountain Road at College	Near term: enhanced marked crosswalks, driveway closure Long term: feasibility study for roundabout
UNC-9	Angwin Trail Improvements	Howell Mountain Road: College to Clark Way	Medium term: off-street path with trail crossing Long term: formalized hiking trail
UNC-10	Howell Mountain Road Traffic Calming	Howell Mountain Road: College to Clark Way	Lane width reduction and speed feedback signs

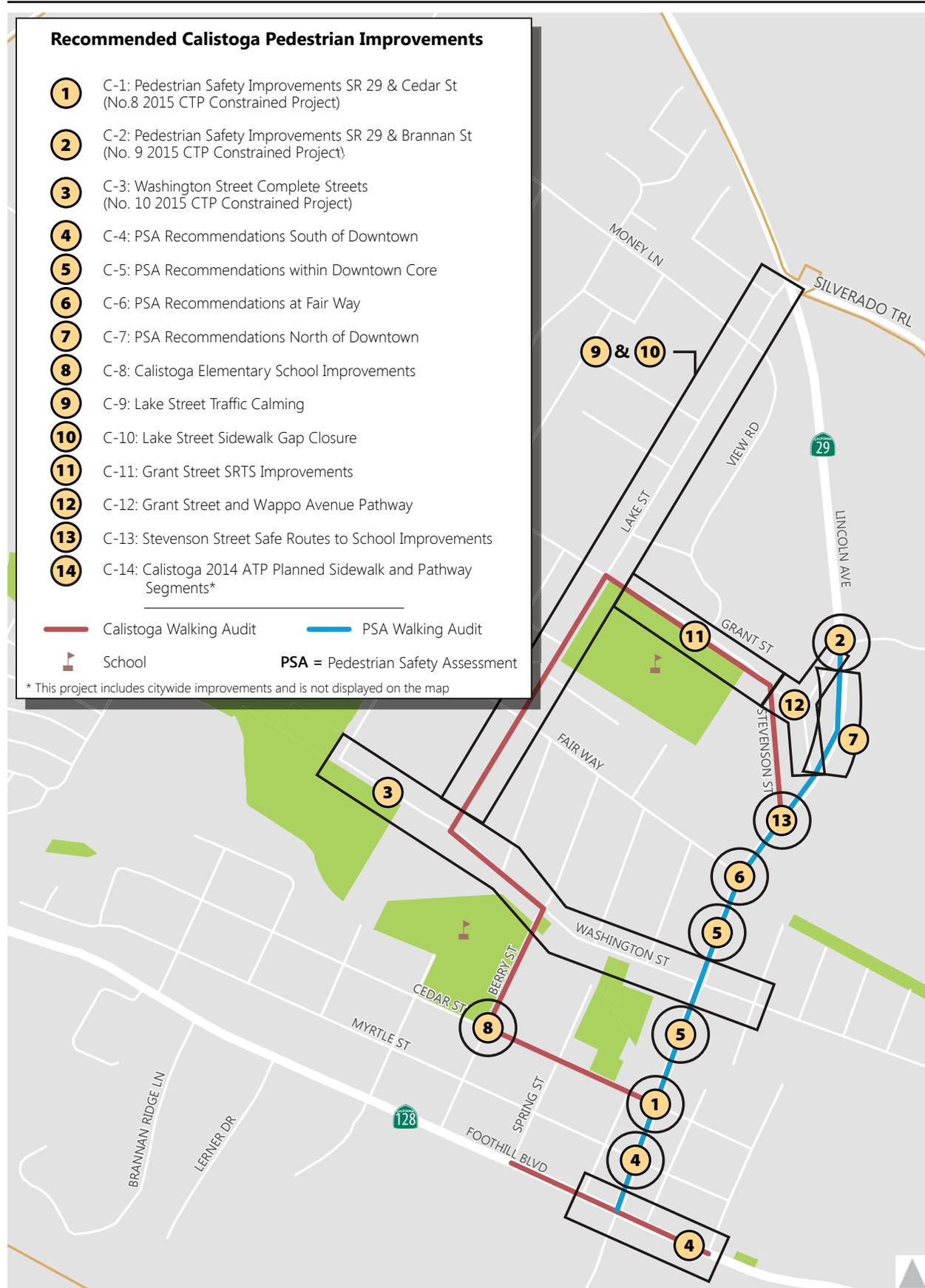
1. Project IDs beginning with "TO-" indicate projects that have already been funded or constructed.
 2. DG = decomposed granite.
 3. These improvements in Yountville are located on private property and would be completed by business owners rather than the Town.
 4. These City of Napa projects do not represent planned improvements but rather potential enhancements to roadways walked during the May 2015 walking audits.
- Note: An enhanced crosswalk includes additional safety treatments such as curb extensions, reduced curb radii, or pedestrian refuge islands. These enhancements are recommended to address safety concerns such as higher speed or volume roadways, wider roadways, and roadways where motorists are less likely to yield to pedestrians.

9. Surrounding Land Uses and Setting: Countywide

10. Other Public Agencies Whose Approval is Required: The Plan was circulated for comments to these participating local jurisdictions: Napa County, the City of Calistoga, the City of St. Helena, the Town of Yountville, the City of Napa, and the City of American Canyon. Depending on the location of individual projects identified in the NCPP, future approvals for these projects would have to be completed by one or more of the following agencies:

- Cities of:
 - Calistoga
 - St. Helena
 - Napa
 - American Canyon
- Town of Yountville
- County of Napa
- California Department of Transportation (Caltrans)



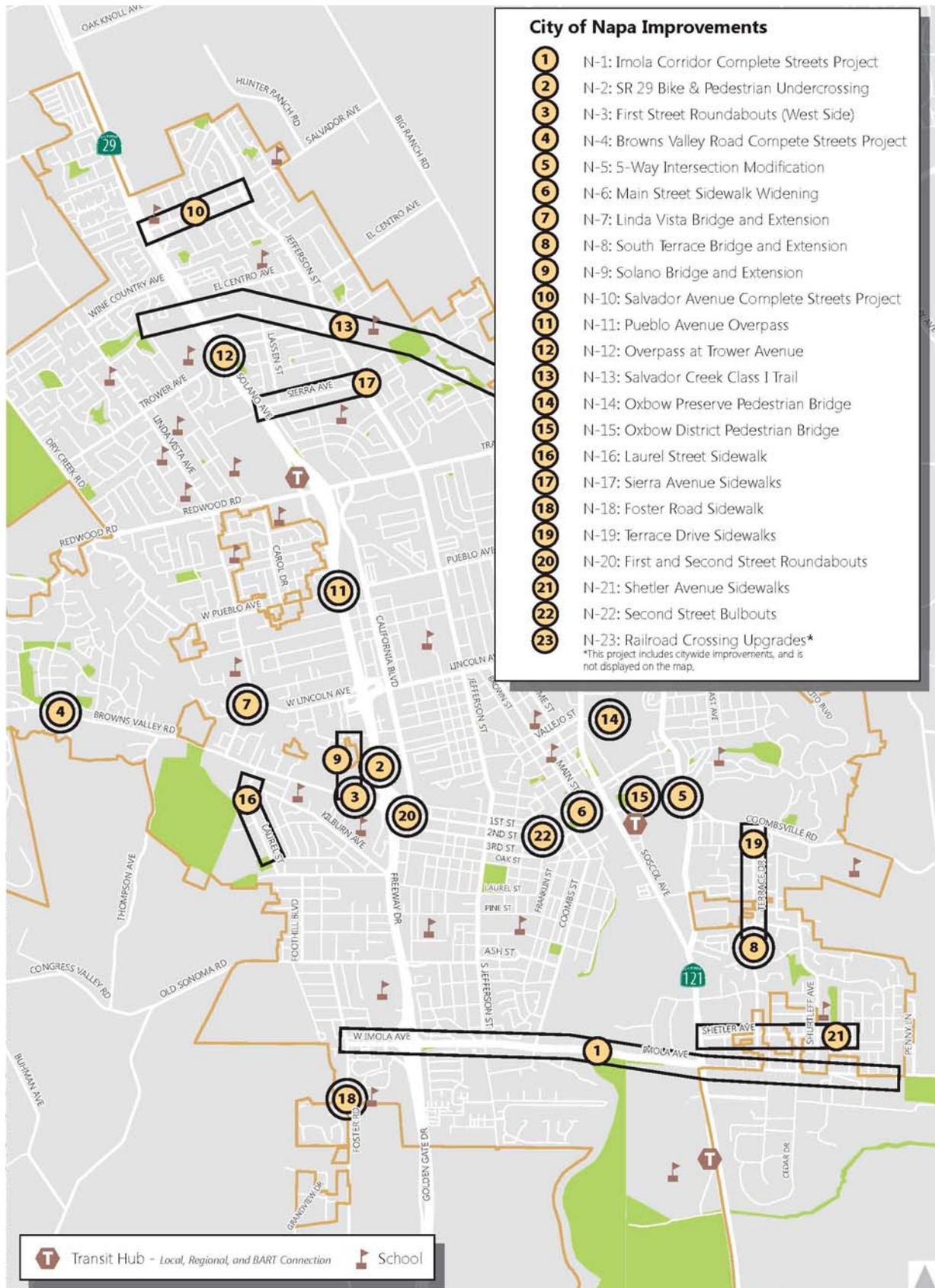






Yountville Project Locations

Figure 2c



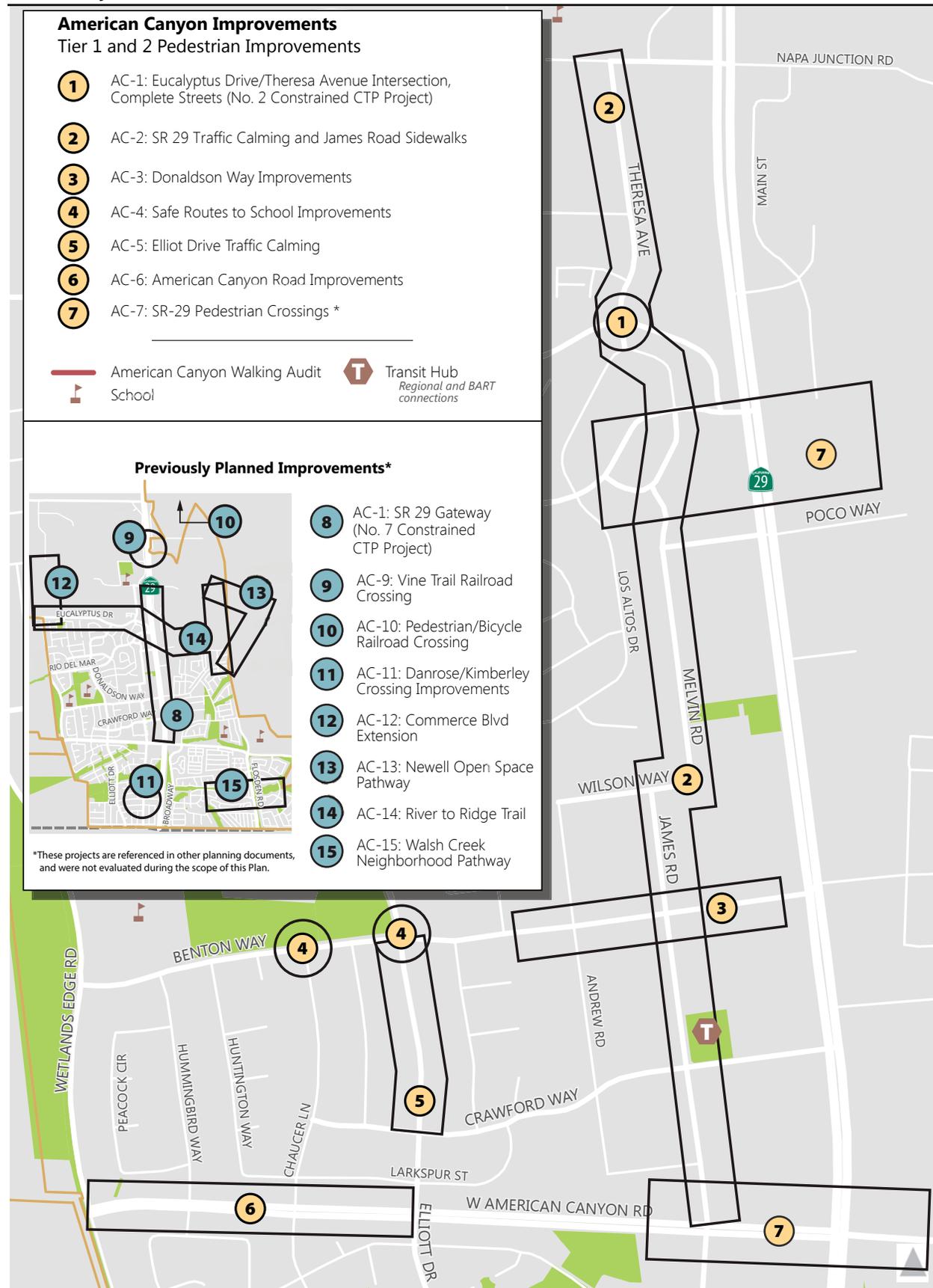
City of Napa Project Locations

Figure 2d



City of Napa Walk Audit Potential
Enhancement Locations

Figure 2e



City of American Canyon
Project Locations

Figure 2f



Unincorporated County Project Locations

Figure 2g

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Napa County has a predominantly rural character, with scenic driving corridors that provide views of vineyards, architecturally unique wineries, and natural landscapes (Napa County, 2008). While no designated State scenic highways occur in Napa County, three roadways are eligible for designation as State scenic highways (Caltrans, 2016):

- State Route (SR) 29 between Trancas Street in the City of Napa and SR 20 near Upper Lake and
- SR 121 from SR 221 near Napa State Hospital to near Trancas Street in the City of Napa
- SR 221 from SR 29 at Suscol Road to SR 121 in the City of Napa

As shown in Figure CC-3 of the Napa County General Plan, the County has also designated approximately 280 miles of scenic roadways (Napa County, 2008). In the vicinity of the proposed pedestrian improvements, these roadways include:

- SR 29
- SR 121
- Silverado Trail
- Howell Mountain Road
- Yountville Cross Road

The City of Napa has designated SR 29, SR 121, and SR 221 as scenic corridors (Napa, 2015). In addition, the Calistoga General Plan (2003) has designated the following roadways as scenic corridors:



- Silverado Trail and SR 29, up-valley of Silverado Trail
- SR 128/29 up- and down-valley of Lincoln Avenue
- Tubbs Lane
- Lincoln Avenue
- Foothill Boulevard
- Petrified Forest Road

In Calistoga, scenic vistas and corridors identify the city’s unique setting among the fields and orchards of Napa Valley edged by hills and dramatic ridgelines (Calistoga, 2003). Yountville has a scenic built environment and view corridors from the town toward surrounding vineyards and mountains (Yountville, 2001). In St. Helena, the hillsides of the Napa Valley visually contain the valley provide orientation, while vineyards and older residential buildings establish the residential nature of the town (St. Helena, 1993). The St. Helena General Plan seeks to retain views of these resources. Scenic resources in the city of American Canyon include the rolling foothills each of the city, riparian corridors, Oat Hill, the Napa River to the west, and the abandoned Basalt plant (American Canyon, 1994).

Figures 3a through 3c show photographs of existing conditions at the sites of representative projects listed in the NCPP, including in Calistoga and St. Helena (Figure 3a), Yountville and American Canyon (Figure 3b), and the City of Napa (Figure 3c).

a) The pedestrian improvements listed in the NCPP would affect several designated and eligible scenic roadways in Napa County. Table 2 lists these projects and their visual effects on scenic roadways.

Project ID	Location	Project Description	Description of Potential Impact
C-5	Calistoga	PSA Recommendations within Downtown Core	Greenery or art improvements on SR 29
N-11	Napa	Pueblo Avenue Overpass	Obstruction of scenic views from SR 29
N-12	Napa	Overpass at Trower Avenue	Obstruction of scenic views from SR 29
N-14	Napa	Oxbow Preserve Pedestrian Bridge	Effect on scenic views
N-15	Napa	Oxbow District Pedestrian Bridge	Effect on scenic views
SH-2	St. Helena	Downtown Pedestrian Improvements	Streetscape improvements to SR 29
SH-3	St. Helena	Sulphur Creek Class I Multi-Use Pathway	Loss of trees near SR 29
SH-7	St. Helena	Main Street Business Frontage Improvements	Place-making improvements on SR 29
UNC-6	Angwin	PUC Corridor Improvements	Pathway improving access to Howell Mountain Road
UNC-9	Angwin	Angwin Trail Improvements	Pathway improving access to Howell Mountain Road

As shown in Table 2, the proposed pedestrian projects would have mixed effects on scenic views. In the city of Napa, new overpasses of SR 29, a County-designated scenic roadway, would obstruct views from the roadway of hills lining the Napa Valley. (Photo 6 in Figure 3c





Photo 1: Calistoga's Berry Street bridge over the Napa River, which is proposed for replacement, looking northeast.



Photo 2: Main Street in downtown St. Helena, looking north from Spring Street, where streetscape improvements are proposed.



Photo 3: Washington Street at Lincoln Avenue in Yountville, where traffic calming crossing treatments are proposed, looking northwest.



Photo 4: Newell Creek in American Canyon, where a new trail is proposed, looking northeast from Newell Drive.



Photo 5: The southern terminus of Linda Vista Avenue in the City of Napa, where an extension and bridge over Redwood Creek are proposed, looking south.



Photo 6: The intersection of State Route 29 and Trower Avenue in the City of Napa, where an overpass is proposed, looking north.



shows existing hillside views at an intersection of SR 29 where an overpass is proposed.) However, SR 29 is urbanized and does not afford highly scenic views in this area, relative to those available from rural sections of the highway. Two new pedestrian bridges over the Napa River in the Oxbow District also would obstruct views of the river from urban areas, yet would expand pedestrian access to this scenic resource. In St. Helena, construction of a trail along Sulphur Creek could entail the removal of riparian trees and shrubs visible from SR 29.

On balance, however, the pedestrian projects would improve the visual quality of scenic roadways and expand non-motorized access to scenic vistas. Place-making improvements are proposed on SR 29 in the historic downtowns of Calistoga and St. Helena. Photo 2 in Figure 3a shows the existing Main Street corridor in downtown St. Helena, where projects would improve the streetscape. In Angwin, new pathways would provide safe pedestrian access to Howell Mountain Road, a County-designated scenic roadway. Therefore, the NCPP would have a less than significant impact on scenic vistas.

LESS THAN SIGNIFICANT IMPACT

b) The proposed pedestrian improvements would not occur on a designated State scenic highway and would not affect any rock outcroppings identified as visual resources. While pedestrian projects would occur on downtown streets next to historic buildings in St. Helena and Calistoga, these projects would only involve minor modifications to streetscapes in the visual setting of historic buildings. However, the construction of trails, bridges, and over/undercrossings in several jurisdictions would require the removal of mature trees that may represent scenic resources. For example, the proposed Sulphur Creek pathway in St. Helena, the Berry Street bridge replacement in Calistoga, and the Walsh Creek neighborhood pathway in American Canyon may involve the loss of mature riparian trees. Impacts would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure BIO-7 (Tree Protection), as discussed in Section IV, *Biological Resources*, would require the replacement of protected trees at a minimum ratio of 2:1, to be installed on-site or at an approved off-site location. With the maturation of replacement trees, impacts on visual resources from the loss of trees would be reduced to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

c) Individual pedestrian projects listed in the NCPP would adversely affect the visual character of communities in Napa County by removing vegetation or obstructing views. Other projects, however, would improve the visual quality of downtown cores. Table 3 lists the projects that would affect visual character and quality and summarizes their potential impacts.



Table 3
Project Impacts on Visual Character and Quality

Project ID	Location	Project Description	Description of Potential Impact
T0-1	Calistoga	Berry Street Bridge Replacement	Loss of vegetation
C-5	Calistoga	PSA Recommendations within Downtown Core	Improved visual quality from greenery or art in pedestrian paseo
SH-2	St. Helena	Downtown Pedestrian Improvements	Improved visual quality from streetscape improvements and median
SH-3	St. Helena	Sulphur Creek Class I Multi-Use Pathway	Loss of riparian vegetation
SH-4	St. Helena	Napa River Class I Multi-Use Pathway	Loss of riparian vegetation
SH-7	St. Helena	Main Street Business Frontage Improvements	Improved visual quality from landscaping
N-2	Napa	SR 29/Bike & Pedestrian Undercrossing	Loss of riparian vegetation
N-7	Napa	Linda Vista Bridge and Extension	Loss of mature trees and riparian vegetation
N-8	Napa	South Terrace Bridge and Extension	Loss of riparian vegetation
N-9	Napa	Solano Bridge and Extension	Loss of riparian vegetation
N-10	Napa	Salvador Avenue Complete Streets Project (widening)	Potential loss of roadside trees
N-11	Napa	Pueblo Avenue Overpass	Intensification of urban character
N-12	Napa	Overpass at Trower Avenue	Intensification of urban character
N-13	Napa	Salvador Creek Class I Trail	Loss of riparian vegetation
AC-13	American Canyon	Newell Open Space Pathway	Loss of riparian vegetation
AC-14	American Canyon	River to Ridge Trail	Loss of vegetation
AC-15	American Canyon	Walsh Creek Neighborhood Pathway	Loss of riparian vegetation
UNC-9	Angwin	Angwin Trail Improvements	Loss of trees
UNC-1	Angwin	College Ave Multi-Use Path	Loss of trees

As shown in Table 3, projects in Calistoga and St. Helena would improve the visual quality of main streets in these cities by installing landscaping, art, or other streetscape features. Several other projects would adversely affect the visual character of communities. The proposed overpasses of SR 29 in the city of Napa would obstruct hillside views and intensify the scale of urban development. As shown by Photo 6 in Figure 3c, the intersection of SR 29 and Trower Avenue, where an overpass is proposed, now offers partially obstructed views of hillsides in the background. Construction of multi-use trail and bridge projects also would involve the loss of trees, shrubs, and riparian vegetation. For example, Photo 1 in Figure 3a shows existing trees overhanging the Berry Street Bridge over the Napa River in Calistoga, where a new bridge is proposed, and Photo 4 in Figure 3b shows existing riparian vegetation near the proposed Newell Open Space Pathway in American Canyon. The majority of projects listed in the NCPP would involve minor physical changes, such as new sidewalks and crosswalk striping, in existing urbanized/suburban settings, which would not substantially affect visual character. Impacts on visual character from the loss of vegetation and construction of overpasses would be potentially significant.



Mitigation Measures

As discussed above, implementation of Mitigation Measure BIO-7 (Tree Protection) would require the replacement of protected trees at a minimum ratio of 2:1, to be installed on-site or at an approved off-site location. With the maturation of replacement trees, impacts on visual character from the loss of trees would be reduced to a less than significant level. Mitigation Measure AES-1 would be required to reduce aesthetic impacts from the introduction of overpasses, to the extent feasible.

AES-1 Overpass Treatments. Proposed overpasses of SR 29 listed in the NCPP shall include design treatments to improve their appearance from the perspective of roadway users on SR 29. Design treatments may include, but are not limited to, artistic treatments that mimic the topography of the Napa Valley or display the history of the area.

With the implementation of these measures, impacts on visual character would be reduced to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

d) Two projects listed in the NCPP would involve the installation of pedestrian-scale lighting: the Jefferson Street corridor improvements in the city of Napa and PUC corridor improvements in Angwin. Pedestrian-scale lighting is intended to improve pedestrian visibility and the perception of safety and comfort while walking. The Best Practices Toolkit in Appendix D of the NCPP states that the desire for starlit sky views in rural areas could require tradeoffs in the level of lighting. For example, rural areas could install fewer light fixtures, lower-wattage lights, or downward-directed lights in the pedestrian environment to preserve nighttime sky views. Flashing beacons at pedestrian crossings, such as at the intersection of SR 29 and Cedar Street in Calistoga, also would increase lighting levels in communities. However, new pedestrian-scale and crossing lights in specific locations would not substantially increase nighttime lighting levels in Napa County.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES				
<p>-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a, e) The proposed pedestrian projects would be constructed within existing road Rights-of-Way (ROW), adjacent to ROWs, or within urban communities away from farmland. No projects would occur within actively cultivated farmland. Although individual multi-use trail projects in open space areas could potentially be located on Important Farmland, such areas are set aside for open space use and not for agricultural cultivation. Furthermore, any loss of arable land would be minimal because of the linear nature of trail projects. Therefore, impacts from the loss of Important Farmland or conversion of farmland would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b-d) It is not anticipated that any Williamson Act contracted land would be needed for any listed improvements. Napa County’s Agricultural Preservation (Williamson Act) and Land Use Goal 5 is to plan for recreational uses (includes trails) in locations that are compatible with agriculture and Recreation and Open Space Policy ROS-16 encourages recreational uses on lands designated for agriculture. Although proposed bridges across streams and multi-use trails in riparian corridors would require the loss of trees on a local scale, the NCPP would not adversely affect forestry resources including forest land or timberland. The proposed projects would not result in the loss or conversion of forest land or result in the conversion of farmland to a non-agricultural use.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a) To be consistent with an air quality management plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the local jurisdiction's forecasted future population. A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. Population growth would lead to increased vehicle use, energy consumption, and associated air pollutant emissions. As discussed in Section XIII, *Population and Housing*, implementation of the NCPP would not involve the construction of infrastructure that could induce substantial population growth such as new or increased capacity sewer or water lines, or the construction of new streets and roads. While the proposed pedestrian improvements would make the area more attractive to tourists, this would not be a substantial growth-inducing effect in Napa County. Therefore, the Plan would not result in or contribute to an exceedance of Napa County's forecasted population and would be consistent with the 2010 Multi-Pollutant Clean Air Plan adopted by the Bay Area Air Quality Management District (BAAQMD) in September 2010.

LESS THAN SIGNIFICANT IMPACT

b, c) The Plan area is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD region is currently in non-attainment of state and national ozone standards and national ambient air quality standards for particulate matter. Emissions of ozone precursors and particulate matter during construction of the proposed pedestrian projects could potentially contribute to an existing air quality violation. Because the proposed projects would not contribute to urban growth or generate additional vehicle trips, they would not introduce new long-term sources of air pollutants into the BAAQMD region; in fact, pedestrian improvements could encourage people to substitute walking for driving, incrementally reducing emissions associated with motor vehicle use.

The construction of pedestrian projects would generate temporary emissions from three primary sources: the operation of construction vehicles (e.g., scrapers, loaders, and dump trucks); ground disturbance during clearing and grading, creating fugitive dust; and the application of asphalt, paint, or other oil-based substances. The extent of daily emissions, particularly reactive organic gases (ROGs) and nitrogen oxide (NO_x) emissions, generated by construction equipment would depend on the quantity of equipment used and the hours of operation for each project. The extent of fugitive dust (PM_{2.5} and PM₁₀) emissions would depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials offsite is necessary. The amount of ROG emissions generated by paints and oil-based substances such as asphalt depends upon the type and amount of material utilized.

Although the BAAQMD's *California Environmental Quality Act Air Quality Guidelines* from 2010 have no plan-level significance thresholds for air pollutant emissions, they do include the following project-level thresholds for construction emissions:

- 54 pounds per day of ROG;
- 54 pounds per day of NO_x;
- 82 pounds per day of PM₁₀ (exhaust only); and
- 54 pounds per day of PM_{2.5} (exhaust only).



If individual pedestrian projects generated construction emissions in excess of these thresholds, they would have significant impacts on a project-level basis.

The installation of minor roadway improvements such as sidewalks, crosswalks, and wayfinding signs are not expected to generate significant short-term emissions impacts. However, other proposed pedestrian projects such as Class I multi-use trails, new bridges, and roundabouts could involve more substantial grading and paving, resulting in greater emissions. The precise quantity of emissions would need to be determined at the time of proposed construction of a given pedestrian project. Although any individual improvement or project may not generate significant short-term emissions, it is possible that several projects would be under construction simultaneously, generating cumulative construction emissions that would impact air quality. However, by implementing the BAAQMD's recommended mitigation measures for individual projects, the resulting impacts would be reduced. Impacts would be significant but mitigable.

Mitigation Measures

Adherence to the BAAQMD's recommended mitigation measures would reduce potentially significant short-term emissions during construction of the proposed pedestrian projects.

AQ-1 Construction Emissions Measures. All pedestrian projects listed in the NCPP shall comply with the following mitigation measures to reduce emissions of air pollutants.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This



person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of Mitigation Measure AQ-1 would reduce air quality impacts from construction activity to a less than significant level. The Plan would then not contribute substantially to an air quality violation or result in a cumulatively considerable increase of any criteria pollutant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

d) Proposed pedestrian improvements adjacent to roadways could temporarily expose users of these facilities to carbon monoxide and other pollutants from motor vehicle exhaust; however, users would only be exposed to air pollutants for brief periods while using pedestrian facilities and are not considered sensitive receptors. The pedestrian projects would not generate operational pollutants that would expose adjacent sensitive receptors such as homes, hospitals, and schools to substantial pollutant concentrations. Furthermore, the NCPP is intended to facilitate additional pedestrian travel and would reduce vehicle miles traveled in Napa County, thereby incrementally reducing the exposure of sensitive receptors to pollutant concentrations from motor vehicles. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e) During construction of the proposed pedestrian projects, the use of construction equipment would have the potential to create minor odors. However, construction activities would be temporary and would not involve materials or activities that are a potential source of significant odors. They would not result in the creation of objectionable odors affecting a substantial number of people. Furthermore, pedestrians would not be exposed to any objectionable odors from construction because pedestrian facilities would be closed to the public when under construction. Therefore, the impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

-- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
-- Would the project:				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The majority of projects listed in the NCPP would be located within the limits of existing roads, sidewalks and trails or other previously disturbed areas; however, some projects such as new bridges and trails, or widening of existing features (sidewalks, trails and roads) adjacent to undisturbed areas could be expected to include previously undisturbed areas within individual project footprints.

As described in the Napa County General Plan (updated 2013), Napa County comprises a diverse range of vegetation communities that include oak woodlands, grasslands, mixed serpentine chaparral, mixed willow riparian forests and redwood forests. Napa Valley also supports several types of wetland and aquatic habitats including marshlands, vernal pools, rivers, creeks and associated tributaries. Many of these wetland areas include associated riparian areas that functions as critical habitat for special-status species and as wildlife



movement corridors. The Napa County General Plan notes that approximately 114 special-status plant species have been observed in the County. Napa County contains approximately 167,450 acres of oak woodlands (comprising 33 percent of the county) and has the highest density of oak woodlands in the state.

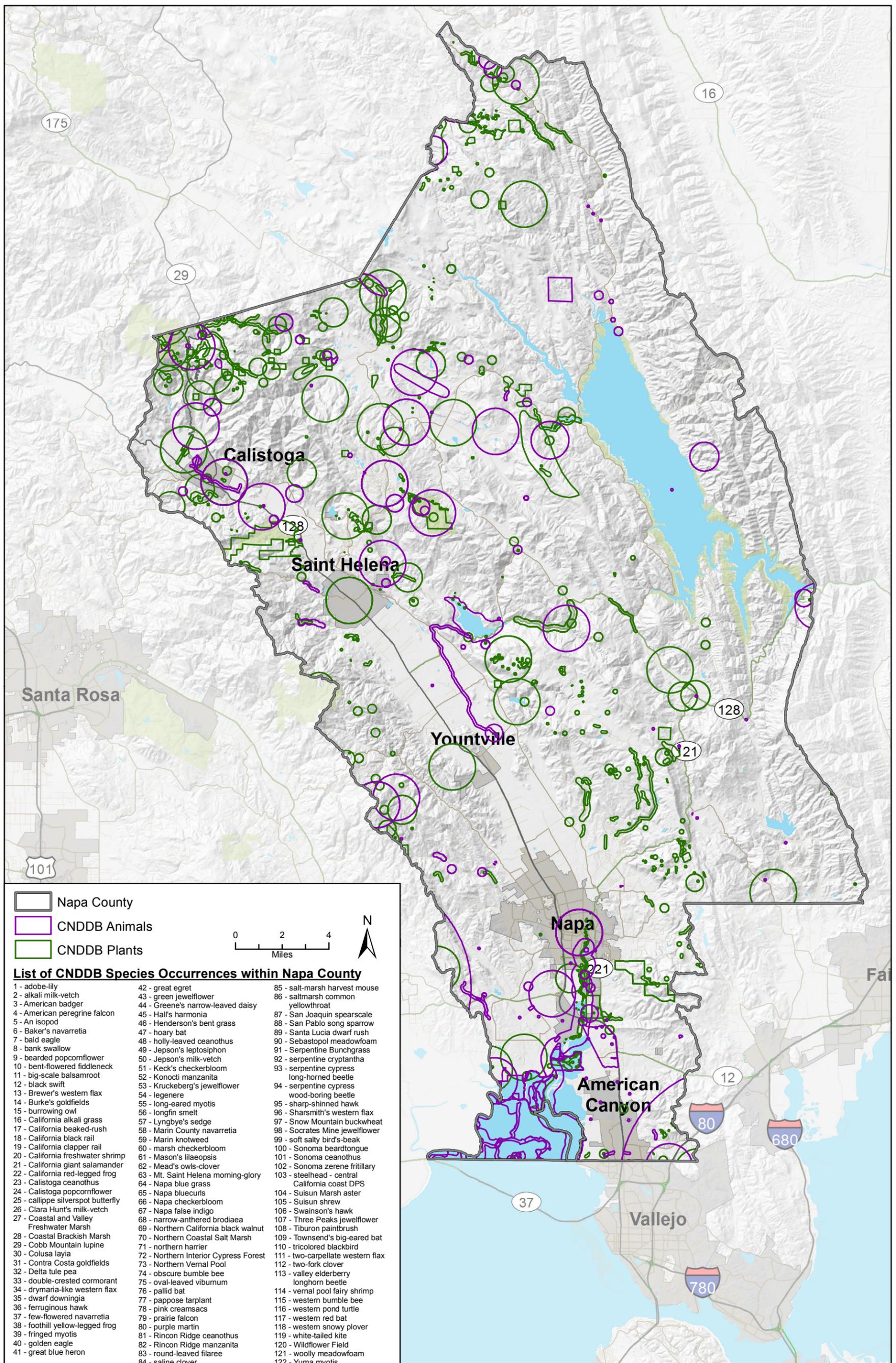
Napa County is home to many wildlife species, including a large number of rare, threatened, and endangered species. The Napa County General Plan identified 24 special-status wildlife species in the County; however, a current review of the records contained within the California Natural Diversity Database (CNDDDB) (queried in April 2015) documented a total of 53 special-status species with occurrence records in Napa County, including 14 federal and/or state listed species. Records of all CNDDDB plant and animal occurrences within Napa County are shown on Figure 4. The coniferous forests of the northwest County provide homes for the threatened northern spotted owl, and the baylands of the southern County are home to over 130 species of birds, including the endangered Ridgway's rail. The rivers, creeks, and streams of Napa's watersheds provide habitat for many species of plants, fish, invertebrates, and amphibians, including the threatened California red-legged frog. Birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (FCG) can be expected to nest in a wide range of habitats including previously disturbed ruderal areas (including medians and road shoulders) and within areas of maintained ornamental vegetation (lawns, gardens, parks and trails).

Historically, the Napa Valley was comprised of the vegetation communities described above, but the valley experienced extensive conversion of lowland habitats into agricultural and grazing lands prior to the 1900s, and urbanization further reduced the extent of existing native habitats. Many species are locally rare or no longer occur in portions of the Napa Valley region due to agricultural and urban development within the County.

Approach to Impacts Analysis. This programmatic evaluation of the NCPP does not include specific project-level details of construction activity. As such, a precise, project-level analysis of the specific impacts of individual new pedestrian projects on special-status species is not possible. Therefore, the following impact analyses provide an accounting of the biological resources known to occur within the County and for which the development of the individual pedestrian improvements listed in the NCPP (see Table 1) could result in direct or indirect impacts. Although the NCPP is a planning document and thus would not in itself cause physical environmental changes, adoption of the NCPP would facilitate physical impacts from the development of listed pedestrian projects.

a) A variety of special-status species could be encountered at the locations of proposed projects evaluated under the NCPP. The types of projects covered under this programmatic evaluation (as described in *Section 8. Description of Project* of the plan) could result in direct and indirect impacts to sensitive biological resources including special-status species. The majority of the proposed projects covered under this programmatic evaluation would be located within existing paved and previously constructed or disturbed right-of-ways. If all construction work, staging, parking and associated activity is fully contained within previously developed areas, the projects would be unlikely to modify or otherwise impact sensitive species habitat and are, therefore, unlikely to result in significant impacts to federal or state listed species or other special-status species; however, migratory birds covered under the MBTA and the FGC can be





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California Natural Diversity Database Occurrences

Figure 4

expected to nest within and adjacent to a wide range of disturbed areas, including existing trails, road medians, road and sidewalk shoulders, ornamental vegetation and ruderal areas. Construction noise and activity in previously disturbed areas could result in direct impacts to special-status species in adjacent natural habitat.

Any projects that would involve new development, such as new trails, roadway extensions or widenings, and bridges, and that would extend into previously undisturbed areas would have the potential to temporarily or permanently disturb or remove natural habitat. In particular, new bridge development at stream crossings has the potential to directly impact riparian and aquatic habitat and could directly impact special-status species such as California red-legged frog and/or steelhead known to occur in these areas. Any disturbance to natural and undisturbed habitat has the potential to directly impact special-status species.

Thus, it is not possible to assure complete avoidance of all special-status species, and potentially significant impacts could occur. Construction and maintenance activities for individual NCPP projects could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation of special-status plant and wildlife species. Significant impacts on special-status wildlife species associated with the NCPP may be a result of:

- Increased mortality caused by higher usage on new or widened roads, bridges and trails
- Direct mortality from the collapse of underground burrows, resulting from soil compaction
- Direct mortality resulting from the movement of equipment and vehicles through an individual NCPP improvement project area
- Direct mortality resulting from removal of trees with active bird nests
- Direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants
- Direct mortality resulting from fill of wetlands features
- Loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands
- Loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation
- Loss of suitable habitat for vernal pool invertebrates resulting from the destruction or degradation of vernal pools or seasonal wetlands
- Abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special-status migratory birds resulting from construction-related noises
- Loss or disturbance of rookeries and other colonial nests
- Loss of migration corridors resulting from the construction of permanent structures or features
- Other currently unidentified project-related activity that could impact special-status species

Mitigation Measures

Individual project consistency with the applicable County and City policies as well as adopted federal and state regulations that protect special-status species, including their habitat and



movement corridors, would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each NCCP project. In addition, individual projects with the potential to result in significant impacts would be required to undergo project-specific CEQA review at the time when they are designed and proposed. However, mitigation measures BIO-1 and BIO-2 would be required to ensure compliance with applicable regulations. These measures would require assessment of biological resources at a project-specific level, mitigation of impacts to special-status species, and protection of such species during construction. The individual project sponsor of NCCP projects shall implement the following mitigation measure for the proposed pedestrian improvements identified in Table 1.

BIO-1 Biological Resources Screening and Assessment. Prior to final design approval of individual projects involving ground disturbance and/or vegetation trimming and/or removal, the implementing agency shall have a qualified biologist conduct a field reconnaissance and/or desktop analysis of the environmental limits of the project in an effort to identify any biological constraints for the project, including special-status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities and protected trees.

If the biologist identifies protected biological resources within the limits of and/or potentially adversely affected by the project, the implementing agency shall first prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency shall have the qualified biologist identify the specific impacts to special-status species, develop project-specific avoidance and mitigation procedures to be followed, identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, NMFS, CDFW, USACE) to obtain regulatory permits, and implement project-specific avoidance and mitigation measures prior to and during any construction activities.

Mitigation actions that may be required should impacts to special-status species be identified include:

- Pre-construction surveys to identify the presence of special-status species within and adjacent to work areas
- Worker Environmental Awareness Program training for all construction personnel
- Complete avoidance of special-status species where and if possible. Avoidance measures may include:
 - Delimiting and flagging of special-status species avoidance buffer areas (Environmentally Sensitive Areas or ESAs)
 - Monitoring of construction activity near ESAs
 - Installation of special-status species exclusion fencing



- Relocation of special-status species out of work areas (with applicable permits and authorizations as necessary)
- Restoration of temporarily disturbed special-status species' habitat
- Compensatory mitigation for impacts to special-status species habitat at a minimum ratio appropriate for extent and quality of permanently disturbed habitat. Mitigation ratios may vary from 1:1 to 5:1.

BIO-2 Construction Best Management Practices. Based on the results of the project-specific impact analysis required by Mitigation Measure BIO-1, and the extent of potential impacts to special-status species, one or more of the following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans:

- A 20 mile-per-hour speed limit shall be designated in all construction areas
- All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible
- The number of access routes, number, and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the project
- Equipment washout and fueling areas shall be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site
- Daily construction work schedules shall be limited to daylight hours only [consistent with local noise ordinances]
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition
- Drip pans shall be placed under all stationary vehicles and mechanical equipment
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week
- No pets are permitted on project site during construction

Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to special-status species to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) Naturally occurring plant communities in California are primarily identified in the *List of Vegetation Alliances and Associations (Natural Communities List)* (CDFW, 2010). This document provides comprehensive lists of officially recognized plant communities occurring in Napa County and the State of California. In this document, each plant community is assigned a



conservation status rank (also known as "Rare Rank"), which is used to determine the sensitivity of the plant community. Plant communities with global or state status ranks of GI through G3, or S1 through S3, respectively, are considered sensitive, and are referred to as "natural communities of special concern." Plant communities are classified based on plant species composition and abundance, as well as the underlying abiotic conditions of the stand, such as slope, aspect, or soil type.

The Napa Valley supports a unique combination of valley and foothill habitats. Regionally, the NCPP encompasses a portion of Napa Valley that has the potential to support four natural communities of special concern: Coastal and Valley Freshwater Marsh, Serpentine Bunchgrass, Northern Vernal Pool and Coastal Brackish Marsh. Project components are not planned in or near areas containing natural communities of special concern; therefore, development of projects evaluated under the NCPP is not anticipated to impact any natural communities of special concern.

Riparian habitat occurs along several rivers and creeks in the region and may be impacted by the development of individual projects, especially new bridges over streams and riparian multi-use trails. Riparian habitat associated with Waters of the State or Waters of the U.S. falls under the jurisdiction of the California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB). Direct impacts to riparian habitat would typically require authorization from CDFW under Section 1600, through issuance of a Lake and Streambed Alteration Agreement (LSAA) and/or from RWQCB under the Porter-Cologne Water Quality Control Act, through issuance of a Waste Discharge Requirements (WDRs) permit. Therefore, impacts on riparian habitat would be potentially significant.

Mitigation Measures

Mitigation measures BIO-3 through BIO-5 would be required, on a project-specific level, to delineate sensitive aquatic environments, to design or modify the project to avoid direct and indirect impacts on these areas, and to ensure no net loss of habitat.

BIO-3 Vegetation Mapping/Jurisdictional Delineation. Prior to approval of any individual project involving ground disturbance, the implementing agency shall retain a qualified biologist to perform an assessment of the project area to identify riparian and other sensitive natural communities (e.g., wetlands). If wetlands are present the qualified biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual and any applicable regional supplements to the Delineation Manual. The wetland delineation shall be submitted to the USACE for verification.

BIO-4 Riparian or Other Sensitive Natural Communities. If riparian or other sensitive natural communities are found within the project limits, the implementing agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the implementing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.



Prior to construction, the implementing agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the riparian area (50 feet from edge) and other sensitive natural communities (50 feet from edge), or as defined by the agency with regulatory authority over the resource(s). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing shall be installed before construction activities are initiated and shall be maintained throughout the construction period. The following paragraph shall be included in the construction specifications:

The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by lead agency overseeing the pedestrian improvement project. The Contractor will take measures to ensure that the Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.

Temporary fences around the environmentally sensitive areas shall be installed as the first order of work. Temporary fences shall be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing shall be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing shall be tightly strung on posts with maximum 10-foot spacing.

Immediately upon completion of construction activities, the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, the contractor shall use a non-vegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products shall be used. All stabilization efforts should include habitat restoration efforts.

BIO-5 Compensatory Mitigation. If riparian and/or other sensitive natural communities are disturbed as part of an individual project, the implementing agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and/or local agencies as part of the permitting process for the project. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of 2 acres restored, created, and/or preserved for every 1 acre disturbed. Compensation may comprise on-site restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of



these elements). The implementing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.

Implementation of mitigation measures BIO-3 through BIO-5 would reduce the level of impacts on sensitive habitats to less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

c) Individual pedestrian projects listed in the NCPP may be located in or adjacent to the Napa River and several creeks and drainages, which are shown in Figure 5. The Plan has the potential to impact federal and state Jurisdictional Waters under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the FGC. Several new bridges across drainages are planned as part of the NCPP in the City of Napa and one each in the cities of Calistoga and American Canyon. Bridge construction has the potential to impact state or federally regulated aquatic resources in several ways including disturbances to the hydrologic structure, increased siltation, and modifications to bed and bank.

A formal Jurisdictional Delineation would be required to support Clean Water Act and Sections 1600-1616 permitting for bridge sites or other projects that could directly impact U.S. Army Corps of Engineers (USACE), CDFW, or RWQCB jurisdictional areas. If it is determined that resources will be impacted, the appropriate permits under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the FGC would be required. Impacts to riparian and aquatic resources would require mitigation to offset construction impacts. Therefore, impacts would be potentially significant.

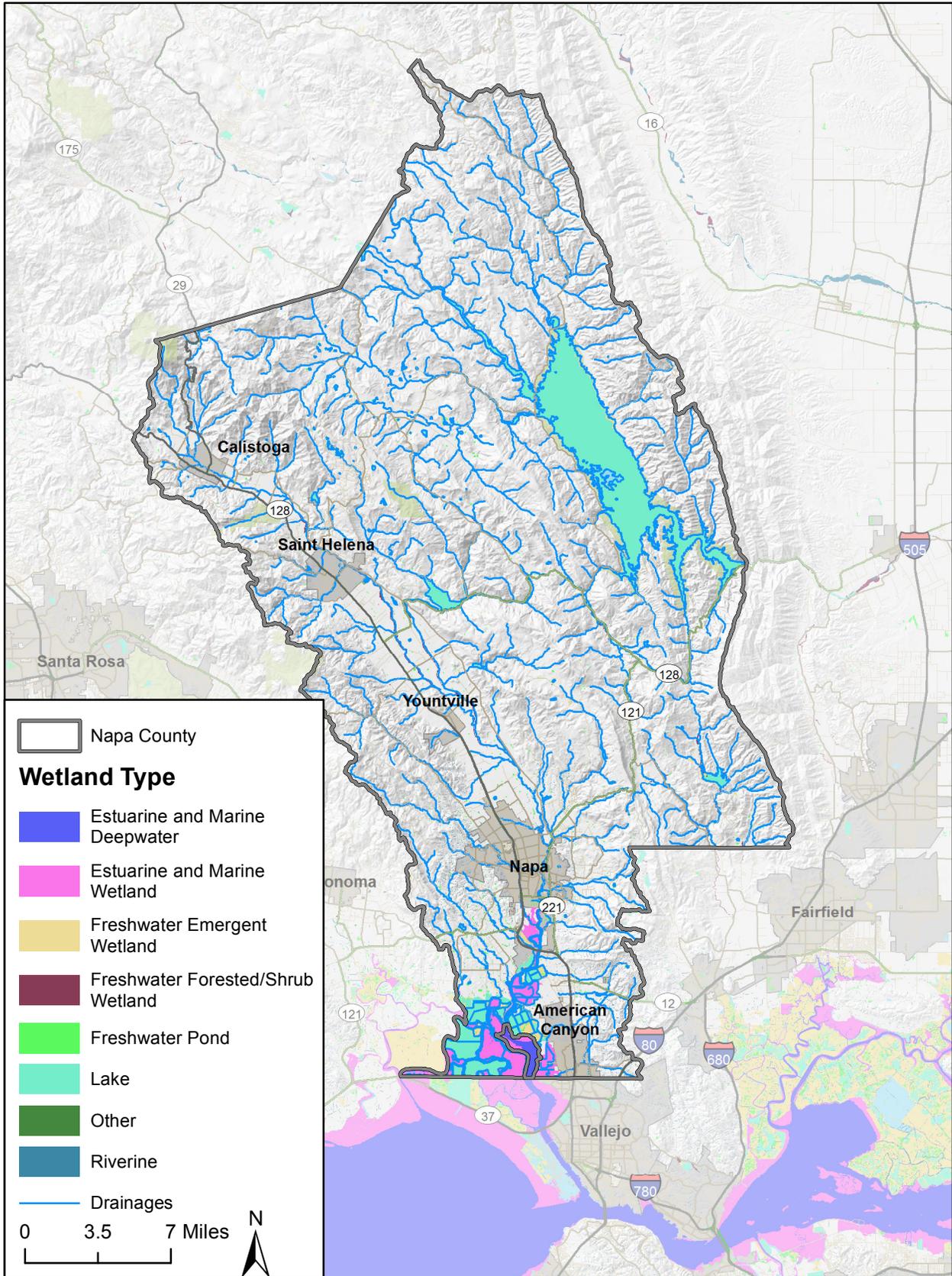
Mitigation Measures

Mitigation measures BIO-3 through BIO-5 would be required, as discussed above, to delineate wetlands, to design or modify the project to avoid direct and indirect impacts on these areas, and to ensure no net loss of wetland habitat. Implementation of these measures would reduce the level of impact to less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

d) Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network. Napa County has three primary wildlife movement corridors. These generally run north-south and connect habitat in the Western Mountains, Napa River, and the Blue Ridge-Berryessa Natural Area. In the region, east-west corridors generally follow riparian corridors, primarily along tributaries to the Napa River. The proposed NCPP is not anticipated to impact wildlife movement in areas of paved and disturbed right-of-ways. However, certain individual





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National Wetlands Inventory Categories
 and Drainages within Napa County

Figure 5



pedestrian projects listed in the NCPP would bisect Napa County creeks or bisect areas of natural habitat. Impacts to movement of terrestrial and aquatic would be temporary and limited to specific activities including: installation of temporary fencing, night lighting, construction noise, bridge construction activities and the presence of construction personnel during working hours. Most potential impacts to wildlife movement are expected to be temporary; however, new roads and trails have the potential to establish new barriers to wildlife movement, and bridge work could affect aquatic wildlife movement if project construction results in permanent changes to the aquatic feature. Impacts to wildlife movement corridors would be potentially significant.

Mitigation Measures

Mitigation Measure BIO-6 would be required to incorporate design measures into individual projects to protect wildlife movement corridors.

BIO-6 Wildlife Movement Design Measures. Prior to design approval of individual projects that contain movement habitat, the implementing agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through any project area, and allow breeding (in particular aquatic breeding of fish and amphibians) both during construction activities and post-construction. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the project corridor. If the project cannot be designed with these design measures (e.g., due to traffic safety) the implementing agency shall coordinate with the appropriate regulatory agency (i.e., USFWS, NMFS, CDFW) to obtain regulatory permits (if required) and implement alternative project-specific mitigation prior to any construction activities. Mitigation may include one or more of the following options:

- Wildlife friendly fencing design
- Lighting designs to minimize disturbance to wildlife
- Wildlife crossings
- Restoration within wildlife movement corridor areas
- Limits on work allowed within aquatic features during spawning (fish) or breeding (amphibian) season
- Protection of known spawning and amphibian breeding areas

Implementation of measure BIO-6 where wildlife movement may be impaired by development of individual projects would reduce impacts to less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

e) Napa County has several countywide ordinances to protect biological resources (Napa County Code chapters 12.44-12.45) primarily through the regulation and protection of floodplain and riparian habitats. Local city ordinances provide specific local guidance for the



protection of aquatic/riparian resources as well as tree trimming and removal guidelines. Plan implementation would be consistent with County level ordinances.

In addition, incorporated cities in Napa County have individual municipal codes protecting biological resources including tree preservation standards including the protection of native oaks (*Quercus spp.*) Any individual projects involving tree trimming or removal would require permits from each individual city jurisdiction. Table 3 in Section I, *Aesthetics*, listed a range of individual projects that could involve the loss of trees. New bridges crossing streams and multi-use trails in riparian areas would have the greatest potential to affect protected trees. Municipal codes for the cities of Calistoga, Yountville, St. Helena, Napa, and American Canyon also require a permit for any impacts to watercourses and riparian vegetation. Similar impacts are regulated under the Clean Water Act, Porter-Cologne Water Quality Control Act and FGC. For any project elements with the potential to impact water resources defined within municipal code, the project sponsor would seek a permit from the local jurisdiction.

Therefore, impacts from conflicts with local policies and ordinances protecting biological resources, including trees, watercourses, and riparian vegetation, would be potentially significant.

Mitigation Measures

Implementation of mitigation measures BIO-3 through BIO-5 would help to ensure consistency with local ordinances to protect watercourses and riparian habitat. These measures, as discussed above, would require individual projects listed in the NCPP to delineate sensitive aquatic environments, to design or modify the project to avoid direct and indirect impacts on these areas, and to ensure no net loss of habitat.

In addition, Mitigation Measure BIO-7 would be required to minimize impacts to trees protected by local jurisdictions.

BIO-7 Tree Protection. If the biological resources screening and assessment required by Mitigation Measure BIO-1 determines that construction may impact trees protected by local agencies, the project sponsor shall procure all necessary tree removal permits. A tree protection and replacement plan shall be developed by a certified arborist as appropriate. The plan shall include, but would not be limited to, an inventory of trees to within the construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within the root zone of trees, and requirements for replacement and maintenance of trees. If protected trees will be removed, replacement tree plantings of like species in accordance with local agency standards, but at a minimum ratio of 2:1 (trees planted to trees impacted), shall be installed on-site or at an approved off-site location and a restoration and monitoring program shall be developed and implemented for a minimum of seven years or until stasis has been determined by certified arborist. If a protected tree shall be encroached



upon but not removed, a certified arborist shall be present to oversee all trimming of roots and branches.

Implementation of mitigation measures BIO-3 through BIO-5 and BIO-7 would reduce potential impacts from conflicts with local ordinances protecting biological resources to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

f) There are no existing landscape-level Habitat Conservation Plans or Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within Napa County. Thus, implementation of the Plan would not conflict with any such plans.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES

-- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Based on a review of known historic resources listed by the Napa County Historical Society, the pedestrian projects listed in the NCPP would not directly affect any such resources in Napa County (Napa County Historical Society, 2015). Individual projects adjacent to historic properties would involve construction within public road rights-of-way and would not directly affect any historic structures. The proposed streetscape improvements would result in minor changes to the setting of historic resources and may in fact improve the visual quality of their settings. Furthermore, the projects would improve multi-modal access to historic structures, increasing public access to and appreciation of these resources. The NCPP would not cause a substantial adverse change in the significance of historic resources.

NO IMPACT



b, d) Pedestrian projects listed in the NCPP that would require ground disturbance for grading, underground drainage, or wiring could adversely affect archaeological resources or human remains. Although most projects would occur in highly disturbed urban areas where ground disturbance is unlikely to encounter intact archaeological resources or human remains, unanticipated cultural resources could be affected. Disturbance of such resources during construction could expose them to potential vandalism, displace them from their original context, or impair their integrity. Impacts to archaeological resources and human remains would be potentially significant unless mitigation is incorporated.

Mitigation Measures

In order to protect archeological resources, the following mitigation measures would apply for projects that would disturb native (e.g., non-fill) soils.

CR-1 Study of Archaeological Resources. The sponsor of a pedestrian project listed in the NCPP that involves earth disturbance below the existing road base or on previously undisturbed ground, the installation of pole signage or lighting, or construction of permanent above-ground structures or roadways shall ensure that the following elements are included in the project's individual environmental review to protect archaeological resources:

- 1) A map defining the Area of Potential Effects (APE) shall be prepared for improvements which involve earth disturbance, the installation of pole signage or lighting, or construction of permanent above-ground structures. This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and shall help in determining whether known archeological, paleontological or historical resources are located within the impact zone.
- 2) A preliminary study of each project area, as defined in the APE, shall be completed to determine whether or not the project area has been studied under an earlier investigation, and to determine the impacts of the previous project.
- 3) If the results of the preliminary studies indicate additional studies are necessary, field studies and/or other documentary research shall be developed and completed (Phase I studies). Negative results would result in no additional studies for the project area.
- 4) Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/ significance of the resources (Phase II studies).
- 5) Phase III mitigation studies shall be coordinated with the Office of Historic Preservation, as the research design would require review



and approval from the OHP. In the case of prehistoric or Native American related resources, the Native American Heritage Commission and/or local representatives of the Native American population shall be contacted for input and permitted to respond to the testing/mitigation programs.

CR-2 Archaeological Monitoring. If development of the proposed improvement requires the presence of an archaeological, Native American, or paleontological monitor, the project sponsor shall ensure that a Native American monitor, certified archaeologist, and/or certified paleontologist, as applicable, monitors the grading and/or other initial ground-altering activities. The schedule and extent of the monitoring shall depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual project permitting.

CR-3 Cultural Material Recovery. The project sponsor shall ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled, and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual project permitting.

CR-4 Avoidance and Mitigation of Cultural Resources. The project sponsor shall ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following:

- Realignment of the project right-of-way (avoidance, the most preferable method)
- Capping of the site and leaving it undisturbed
- Addressing structural remains with respect to NRHP guidelines (Phase III studies)
- Relocating structures per NRHP guidelines
- Creation of interpretative facilities, and/or
- Development of measures to prevent vandalism.

This can be accomplished through placement of conditions on the project by the local jurisdiction during individual project permitting.

CR-5 Discovery of Human Remains. If human remains are found during earth-disturbing activities for a project listed in the NCPP, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native



American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

c) Significant paleontological resources are fossils or assemblages of fossils that are unique, unusual, rare, uncommon, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography, or depositional histories. Evaluating the potential for impacts to paleontological resources from project development involves three distinct steps: 1) identify the geologic units that occur (i.e., are mapped at the surface or may be directly underlying mapped units) within the study area; 2) determine the paleontological sensitivity of mapped or underlying geologic units within the study area; and 3) determine if projects that may be developed within the study area have the potential to disturb paleontologically sensitive geologic units.

Geologic Setting. The Napa Valley, the main central valley of Napa County, developed from faulting and folding generated by transpression and rotation along the Pacific-North American plate margin (Graymer et al., 2007). All of the NCPP projects are located within the Napa Valley. This valley is a northwest-southeast trending structural trough bounded by the Mayacamas Mountains to the west and north and the Vaca Mountains to the east. The trough itself is dominated by the Napa River and its tributaries, and has been an alluvial sediment catchment basin for at least the last 12 million years (Graymer et al., 2007).

All of the NCPP project areas, except those located within Angwin, are underlain by mapped units of Holocene and late Pleistocene alluvial sediments (gravel, sand, and silt) and/or artificial fill (Bezore et al., 2002; Bezore et al., 2005; Clahan et al., 2004; Clahan et al., 2005; Delattre and Gutierrez, 2013; Graymer et al., 2007). Angwin lies atop mainly Miocene to Pliocene volcanics (Graymer, 2007).

Paleontological Sensitivity. The Society of Vertebrate Paleontology (SVP) (2010) describes sedimentary rock units as having a high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, or diagnostically or stratigraphically important, and those which add to an existing body of knowledge in specific areas, stratigraphically, taxonomically, or regionally. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines. The paleontological sensitivity of proposed project sites is based on the following SVP (2010) categories:

- I. *High Potential (sensitivity)* – Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been



recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations that contain significant nonrenewable paleontological resources anywhere in their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical; and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas that contain potentially datable organic remains older than Recent, including deposits associated with nests or middens, and areas which may contain new vertebrate deposits, traces, or trackways are also classified as significant.

- II. *Low Potential (sensitivity)* – Sedimentary rock units that are potentially fossiliferous, but have not yielded fossils in the past, or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potential for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction proceeds, it is possible that significant and unanticipated paleontological resources might be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.
- III. *Undetermined Potential (sensitivity)* – Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.
- IV. *No Potential* – Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

Throughout the Napa Valley (and river-associated plains and basin of Napa County), Pleistocene-aged sediments directly underlie Holocene-aged surface deposits at shallow depths (i.e., greater than 5 feet; Graymer et al., 2007). Pleistocene-aged alluvium has an extensive record of abundant and diverse vertebrate fauna throughout California (Agenbroad, 2003; Bell et al., 2004; Jefferson, 1988, 1991; Merriam, 1911; Reynolds et al., 1991; Savage et al., 1954; Scott and Cox, 2008; Springer et al., 2009; Wilkerson et al., 2011; Winters, 1954); however, even though no vertebrate fossils have been recorded from Pleistocene sediments in Napa County, those sediments are always considered to have high paleontological sensitivity wherever they occur.

Paleontological Impact Analysis. The NCPP would provide for various types of development actions including sidewalk widening, cross walk improvements, roadway



improvements, trail improvements, pedestrian safety improvements, open space pathways, bridge improvements, and development of new bridges, roads, overpasses, trails, sidewalks and other crossings. The majority of projects would be located within the limits of existing roads, sidewalks and trails or other previously disturbed areas and would cause little or no disturbance of previously undisturbed geologic units and so would have no impacts to paleontological resources. However, projects such as new bridges and trails may involve ground disturbance in previously undisturbed areas depending on individual project footprints. Overall, ground disturbance associated with construction of proposed projects has very low potential to directly disturb geologic units with high paleontological sensitivity at shallow depths (i.e., less than or equal to 5 feet). Nonetheless, development actions involving more extensive ground disturbance that would exceed more than five feet in depth may disturb geologic units with potentially high paleontological sensitivity. Impacts to paleontological resources resulting from ground disturbing construction activity of this nature could include damage or destruction of fossils, or loss of geologic context for fossils, and would be considered a significant impact without mitigation.

Mitigation Measures

The following mitigation measures shall be implemented for individual projects where ground disturbance is expected to exceed more than five feet in depth, to reduce potential impacts to a less than significant level.

CR-6 Project Plan Review. A qualified paleontologist shall review all project plans where ground disturbance is expected to exceed more than five feet in depth to determine if paleontologically sensitive units could be impacted. If it is determined that no paleontologically sensitive units could be impacted, then specific project impacts shall be deemed less than significant and no further mitigation would be required. If it is determined that paleontologically sensitive unit could be impacted, then the subsequent mitigation measures provided here shall be followed as a minimum standard.

CR-7 Paleontological Mitigation Plan. A qualified paleontologist shall prepare a Paleontological Mitigation Plan (PMP) designed to outline the procedures and protocol for conducting paleontological monitoring and mitigation. The PMP shall be supervised by a qualified paleontologist. A qualified paleontologist (Principal Paleontologist) is defined by the SVP (SVP 2010). Monitoring shall be conducted by a qualified paleontological monitor as defined by the SVP (SVP 2010). The PMP shall address the following procedures and protocols:

- Timing and duration of monitoring
- Procedures for work stoppage and fossil collection
- The type and extent of data that should be collected with any recovered fossils
- Identify an appropriate curatorial institution



- Identify the minimum qualifications for qualified paleontologists and paleontological monitors
- Identify the conditions under which modifications to the monitoring schedule can be implemented
- Details to be included in the final monitoring report.

CR-8 Paleontological WEAP. Prior to the start of construction, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.

CR-9 Paleontological Monitoring and Salvage. Any excavations exceeding five feet in depth shall be monitored on a full-time basis by a qualified paleontological monitor until at least 50 percent of the grading or excavation is completed. After 50 percent of the grading or excavation is complete, if it can be demonstrated that the level of monitoring should be reduced, the Principal Paleontologist may amend the monitoring and mitigation schedule. Ground disturbing activity that does not exceed five feet in depth in young alluvium would not require paleontological monitoring.

If fossils are discovered, the qualified paleontologist (or paleontological monitor) shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps.

Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

Implementation of mitigation measures CR-6 through CR-9 would reduce impacts to paleontological resources to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i, a.ii) The proposed pedestrian projects listed in the NCPP would be located in the northern San Francisco Bay Area, a region of intense seismic activity. Two types of seismic faults exist in Napa County, normal faults where two parts of the earth's surface pass by each other and thrust faults where one part of the earth's surface moves over another. As shown in Figure 6, four faults of concern occur in Napa County: Jericho Valley, Knoxville (Hunting Creek Fault Zone), Mount George, and Cutting Wharf (Green Valley Fault Zone).¹ The Cutting Wharf fault

¹ Figure SAF-1 in the Napa County General Plan (Earthquake Faults) identifies the Alquist-Priolo Earthquake Fault Zones in Napa County under different names: Hunting Creek and Green Valley.



cuts on northwest-southeast axis through the center of American Canyon. Proposed bridges and over/undercrossings in American Canyon potentially could be constructed atop this fault and could expose pedestrians and bicyclists to safety risks from fault rupture. These projects include grade-separated crossings of SR 29 at American Canyon Road, Rio Del Mar, and Paoli Loop Road, a grade-separated pedestrian/bicycle crossing of railroad tracks east of SR 29, and a pedestrian bridge on the Walsh Creek Neighborhood Pathway. Impacts from fault rupture would be potentially significant.

Figure 7 shows the relative magnitude of groundshaking expected in Napa County. Strong groundshaking at any of the project sites could result from a rupture of local faults in Napa County, as well as of any of the major Bay Area regional earthquake faults (Napa County, General Plan EIR, 2007). Such strong ground shaking motion could damage elevated or other structures such as bridges and over/under crossings listed in the NCPP. Projects requiring bridges and over/under crossings would require further technical studies and further environmental review to ensure structural integrity in the event of strong groundshaking. Impacts from groundshaking would be potentially significant

Mitigation Measures

Compliance with mitigation measures G-1 and G-2 would reduce potential impacts from fault rupture and seismically induced ground shaking to a less than significant level.

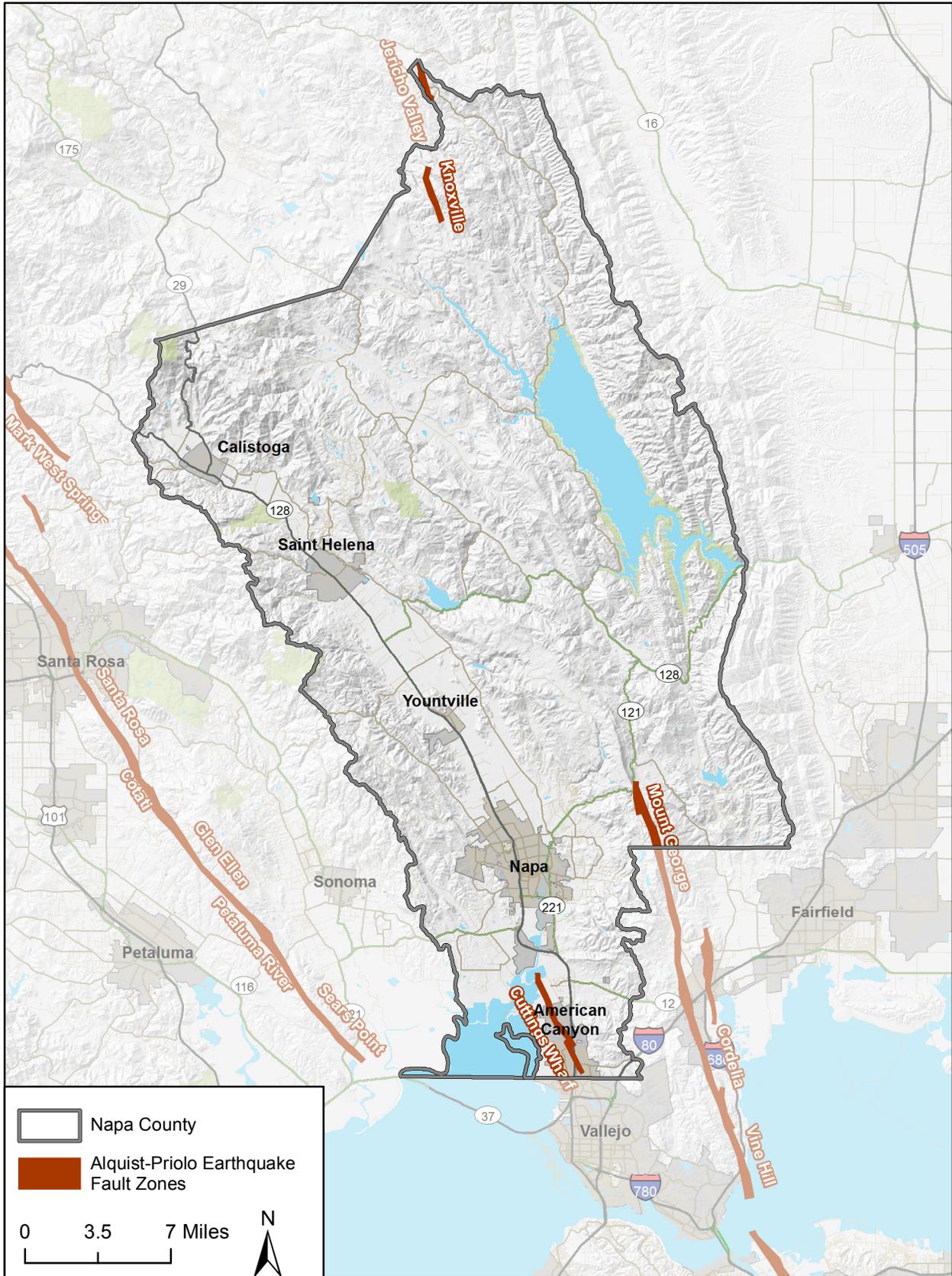
- G-1 Fault Rupture Zones.** Bridge and over/under-crossing projects listed in the NCPP shall be placed in areas outside of fault rupture zones whenever feasible, in accordance with State and local provisions. If avoidance is not possible, detailed geologic and seismic studies must be conducted to locate active or potentially active fault traces. Structures shall then be placed outside of an appropriate setback distance as determined by a qualified engineer.

- G-2 Earthquake Stability.** If a bridge or over/under-crossing project listed in the NCPP is located in a zone of high potential groundshaking intensity, the project sponsor shall ensure that the structure is designed and constructed to the latest geotechnical standards. In most cases, this will necessitate site-specific geologic and soils engineering investigations conducted by a qualified geotechnical expert. Any investigations shall comply with the California Geological Survey's *Guidelines for Evaluating and Mitigating Seismic Hazards in California*.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

a.iii, a.iv) Liquefaction, which is primarily associated with unconsolidated, saturated materials, is most common in areas of sand and silt or on reclaimed lands. In areas underlain by unconsolidated sediments, ground failure and differential settlement could result from a severe earthquake, damaging paved surfaces and elevated structures. The Association of Bay Area Governments (ABAG) has produced liquefaction hazard maps, which show areas of susceptibility to liquefaction. On those maps, areas in the vicinity of San Pablo Bay and along the lower and middle reaches of the Napa River are shown as having liquefaction potential



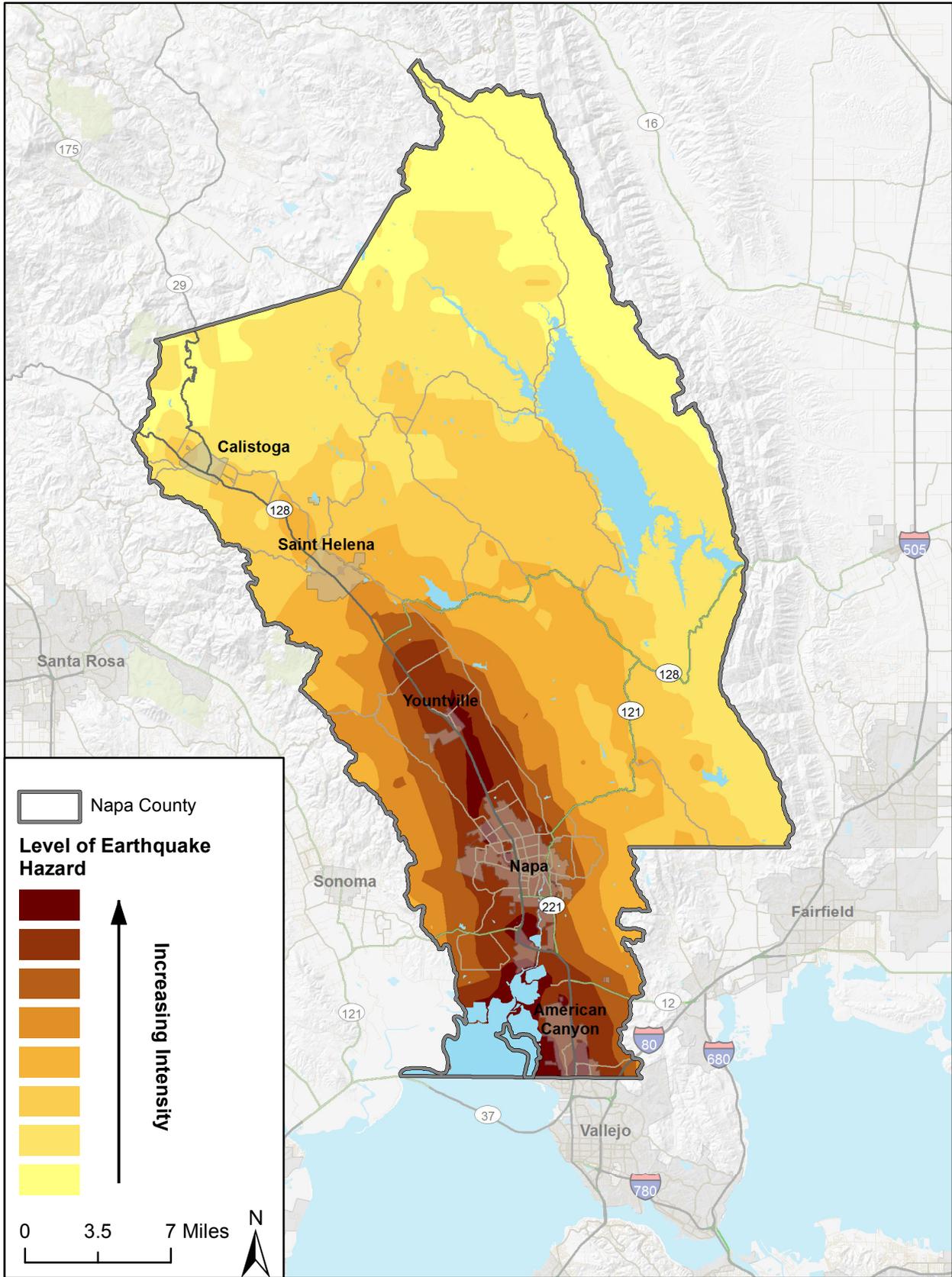


Data provided by ESRI and its licensors © 2016; Association of Bay Area Governments © 2016.

Earthquake Fault Zones

Figure 6





Earthquake Shaking Potential

Figure 7



(ABAG, 2015). Liquefaction potential is highest in areas underlain by poorly engineered Bay fills, Bay mud, and unconsolidated alluvium. In areas underlain by consolidated bedrock, seismic hazards include small rock falls and possibly landslides that could harm pedestrian users and damage the improvements listed in the NCPP. Generally, projects requiring bridges or over/under crossings would require further technical studies and further environmental review. Impacts from seismic-related ground failure and landslides would be potentially significant.

Mitigation Measures

Mitigation measures G-3 and G-4 would be required to minimize risks to public safety and structural integrity from seismic-related ground failure and landslides.

G-3 Liquefaction Resilience. If a bridge and over/under-crossing project is located in an area of moderate to high liquefaction potential, the project sponsor shall ensure that these structures are designed based upon appropriate geology, soils, and earthquake engineering studies to be completed by a qualified engineer. The facility must be designed to CBC standards. Possible design measures include deep foundations, removal of liquefiable materials, and dewatering.

G-4 Slope Stabilization. If a bridge and over/under-crossing project requires cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, the project sponsor shall ensure that specific slope stabilization studies are conducted, as determined by a qualified engineer. Possible stabilization methods include buttresses, retaining walls and soldier piles.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b, c) The sidewalk and crosswalk improvements listed in the NCPP that would be constructed within existing paved right-of-ways are unlikely to cause substantial soil erosion or loss of topsoil. However, projects located in hilly and mountainous areas such as Angwin, where pedestrian improvements could require hillside cut and fill, bridge and over/under-crossing projects, and off-street pathway projects could cause substantial erosion and sedimentation. In addition, soil erosion could occur during earth-disturbing activities associated with construction of the proposed projects. Although the preparation of erosion control plans in accordance with applicable local ordinances would be required, additional erosion control measures may be necessary to minimize the risk of erosion. Impacts would be potentially significant.

Mitigation Measures

For projects involving the disturbance of at least one acre, Mitigation Measure W-1 would require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to prevent impacts on stormwater quality, including best management practices to control erosion and sedimentation during and following construction. Implementation of this mitigation measure would reduce impacts from erosion and sedimentation to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



d) In areas underlain by expansive soils as found in portions of southern and central Napa Valley, high shrink/swell soil movement can disrupt or damage paved surfaces as well as the foundations of public access facility structures such as bridges or over/under crossings. The sidewalk and crosswalk improvements and other facilities that would be constructed within existing paved right-of-ways are unlikely to experience substantial shrink-swell from soil movement. However, site-specific geotechnical investigations would be required, especially for projects involving construction of bridges and over/under-crossings where expansive soils could pose a public safety and structural hazard. Impacts would be potentially significant.

Mitigation Measures

Mitigation Measure G-5 would be required to reduce potential hazards from expansive soils.

- G-5 Expansive Soils.** If a pedestrian project listed in the NCPP is located in an area of highly expansive soils, the project sponsor shall ensure that a site-specific geotechnical investigation is conducted by a qualified engineer. The investigation shall identify hazardous conditions and recommend appropriate design factors to minimize hazards. Such measures could include concrete slabs on grade with increased steel reinforcement, removal of highly expansive material and replacement with non-expansive import fill material, or chemical treatment with hydrated lime to reduce the expansion characteristics of the soils.

With implementation of this mitigation measure, expansive soils would be remediated on a site-specific basis, and potential impacts would be reduced to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

e) None of the proposed projects involve the construction of septic tanks or alternative waste water disposal systems.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

-- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



a) Construction activities associated with the proposed pedestrian network projects would generate temporary short-term greenhouse gas (GHG) emissions, primarily due to truck trips and operating construction equipment, while the pedestrian projects would reduce long-term emissions. Construction-related emissions are speculative at this programmatic level of analysis because such emissions depend on the characteristics of individual pedestrian projects. During construction, site preparation and grading typically emit the greatest amount of GHG emissions, due to the use of grading equipment and soil hauling. The precise construction timing and construction equipment for individual projects is not specifically known at this time. However, the BAAQMD's *California Environmental Quality Act Air Quality Guidelines* from 2010 have no significance thresholds for construction-related GHG emissions.

Any short-term construction impacts would be offset by the long-term reduction of GHG emissions after the pedestrian improvements are built, by facilitating biking and walking as substitute modes of travel for driving motorized vehicles. The Plan would help reduce vehicle miles traveled by creating bike paths, sidewalks, and pedestrian paths. In addition, reducing the number of vehicles on the road would incrementally reduce traffic congestion and thereby reduce GHG emissions from vehicle delay. Therefore, impacts from the generation of GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) The proposed Pedestrian Plan would not conflict with any applicable plan, policy, or regulation adopted in Napa County for the purpose of reducing GHG emissions. As discussed above, the proposed pedestrian projects would reduce motor vehicle traffic and thus decrease long-term GHG emissions.

One of the goals of AB 32 is to reduce statewide GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels, the same requirement as under S-3-05). The California Air Resources Board (ARB)'s Scoping Plan outlines the main State strategies for reducing GHGs to meet the 2020 deadline and encourages local governments to similarly implement these strategies to meet the 2020 targeted emissions level. The Plan would help reduce vehicle miles traveled by creating pedestrian and bicycle facilities, thereby reducing GHG emissions and contributing to strategies of the ARB Scoping Plan.

There is currently no adopted countywide Climate Action Plan for unincorporated Napa County. As of February 2016, the Napa County Department of Planning, Building, and Environmental Services held a public outreach meeting to receive comments for the draft GHG inventory, the first step in preparing a CAP for the unincorporated County. The following plans and policies are in place for incorporated municipalities:

- The City of Napa's Sustainability Plan (2012)
- City of Calistoga Climate Action Plan (2014)
- City of American Canyon Energy Efficiency Climate Action Plan (2012)

These plans do not specify a specific greenhouse gas emissions limit or goal. However, the plans lay out several goals which indirectly relate to greenhouse gas emissions reductions including energy efficiency, waste reduction, and transportation. The Plan would comply with



these goals. For instance, the proposed pedestrian improvements in Calistoga would be consistent with Objective T-1 in the City’s CAP to “promote a walking- and bicycling-friendly community,” as a means of encouraging less personal vehicle use (Calistoga, 2014). Because the Plan would be consistent with applicable GHG reduction strategies in Napa County, impacts from conflicts with any GHG reduction plan would be less than significant.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS

-- Would the project:

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) None of the proposed pedestrian improvements would involve the transport, use, or disposal of hazardous materials other than the routine use of construction-related chemicals (e.g. fuel and engine fluids for equipment, paint, and asphalt) and would not create conditions which could lead to the release of hazardous substances. Users of the pedestrian improvements would be subject to a very small risk of exposure to upset and accident conditions from the release of hazardous materials being transported on adjacent roadways. However, this is not a reasonably foreseeable risk to pedestrians and bicyclists.

LESS THAN SIGNIFICANT IMPACT

c) Planned pedestrian improvements in the NCPP include Safe Routes to School and other projects located within one-quarter mile of schools. Ground disturbance for new sidewalks, bridges, and other improvements near schools could expose students and staff to emissions of fugitive dust; however, implementation of Mitigation Measure AQ-1 would apply the BAAQMD’s recommended measures to minimize fugitive dust emissions. The projects also would not involve hazardous emissions or handling of hazardous materials beyond the routine temporary use of fuel and engine fluids for construction equipment and the application of materials like asphalt and paints. Therefore, potential impacts to schools would be mitigable to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

d) According to databases of hazardous material sites maintained by the California Department of Toxic Substances Control (EnviroStor) and the California State Water Resources Control Board (GeoTracker), approximately 85 sites occur in various locations within Napa County. Many of these sites are at gas stations or agricultural/industrial/energy facilities that would not be affected by the placement of surface improvements. Trail, sidewalk, crosswalk and other pedestrian improvements that involve the disturbance of soil at or near these hazardous materials sites could potentially expose people and the environment



to hazardous substances. Therefore, impacts would be potentially significant. In order to mitigate this impact to a less than significant level, Mitigation Measure HAZ-1 shall be implemented.

Mitigation Measures

Mitigation Measure HAZ-1 would be required to identify listed hazardous material sites on and near planned pedestrian improvements located near hazardous materials releases, to mitigate for hazardous contaminants where necessary.

HAZ-1 Hazardous Material Sites Investigation and Remediation. Prior to construction of any pedestrian improvement that requires ground disturbance, the project sponsor shall consult lists of hazardous material sites maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). Where a proposed improvement is located near an identified site, follow up Phase I, and as appropriate, Phase II hazardous waste site investigations shall be completed, and any contaminants shall be remediated to concentrations below applicable screening-level thresholds for human health. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste sites.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

e) Pedestrians using the proposed facility improvements could potentially be exposed to safety hazards and temporary and intermittent excessive noise levels. Some proposed improvements are located within safety zones identified in the Airport Land Use Compatibility Plans of the Napa County Airport near the cities of Napa and American Canyon and of Angwin-Parrett Field in Angwin. These plans establish policies and guidelines for land use compatibility to local jurisdictions affected by airport activities. It is anticipated that none of the proposed pedestrian improvement projects, due to their limited height and population density, would be in conflict with either airport compatibility plan. The Napa County Airport Land Use Commission (ALUC) has the authority to review local plans for consistency with the Airport Land Use Compatibility Plan. Projects within the vicinity of Napa Airport facilities would be reviewed for consistency with the Napa County Airport Land Use Compatibility Plan by the Napa County Airport Land Use Commission, and projects may be realigned or subject to additional review if necessary in order to avoid airport land use conflicts (Napa County Airport Land Use Commission, 1999). This established process would reduce potential impacts to a less-than-significant level.

LESS THAN SIGNIFICANT IMPACT

f) Private airstrips in Napa County include Lake Berryessa Seaplane Base, Moskowite Airport, River Meadow Farm Heliport, and Pope Valley Airport (Napa County, 2007). However, no projects listed in the NCPP are located within two miles of these private airstrips. Therefore, implementation of the Plan would not result in a new safety hazard from proximity to airstrips.

NO IMPACT



g) The proposed pedestrian improvements would augment the existing circulation system, giving people better multi-modal options to escape from a hazard. Therefore, the proposed projects would not impair the implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan.

NO IMPACT

h) The risk of wildland fires is high throughout much of rural Napa County. Areas mapped as having High and Very High Fire Hazard Severity are located outside the urbanized areas generally in the northern half of the County along ridgelines including the Western Mountains, Eastern Mountains, Angwin, and Livermore Ranch (Napa County, General Plan, Figure SAF-2, 2008). The creation of new pedestrian routes could place users in the vicinity of areas prone to wildland fires, especially in Angwin. However, new off-street pedestrian pathways in Angwin would be adjacent to roads or within already developed sites and would not provide access to rural areas with high quantities of flammable vegetation. In addition, the County has an existing "Napa Firewise" program that educates residents on the dangers of wildland fires and provides strategies landowners can take to reduce the threat of fires on their property (Napa Firewise, 2015). The continuation of this program would reduce fire hazards to a less-than-significant level.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

-- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, e, f) Planned pedestrian improvements that would be constructed within existing paved rights-of-way (e.g., sidewalks, crosswalks, and roundabouts) are unlikely to cause substantial stormwater runoff or violate water quality standards. However, ground disturbance associated with construction of projects outside existing paved rights-of-way, especially grading and vegetation removal for new bridges over streams, may generate more substantial erosion and sedimentation in waterways. In addition, converting pervious surfaces into paved pedestrian



facilities could increase the amount of runoff from urban areas. Erosion control measures, in compliance with the U.S. Environmental Protection Agency's National Pollution Discharge Elimination System (NPDES) program, would be necessary to minimize adverse effects on water quality. Impacts would be potentially significant.

Mitigation Measures

Mitigation measures W-1 and W-2 would be required to minimize water quality impacts from stormwater runoff and erosion by complying with NPDES permitting requirements.

W-1 Stormwater Pollution Prevent Plan. For a pedestrian project that would disturb at least one acre, a Stormwater Pollution Prevention Plan (SWPPP) shall be developed prior to the initiation of grading and implemented for all construction activity on the project site. The SWPPP shall include specific BMPs to control the discharge of material from the site and into the creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets and soil stabilizers.

W-2 Percolation Basins and Traps. The sponsor of a widening or roadway extension project shall ensure that the improvement directs runoff into subsurface percolation basins and traps which would allow for the removal of urban pollutants, fertilizers, pesticides, and other chemicals.

With implementation of a SWPPP for projects involving ground disturbance on at least one acre and runoff control measures for widening and roadway extension projects, water quality impacts would be reduced to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) The proposed pedestrian projects would incrementally increase the area of impervious surface in Napa County by roadway extensions, new bridges, sidewalks, and other pedestrian improvements. However, this modest increase in impervious surface would not substantially interfere with groundwater recharge. Most pedestrian and other facilities would be constructed within existing paved right-of-ways and other projects would have minimal impermeable surface areas and the runoff from those surfaces would be captured for recharge. Furthermore, as discussed in Section XVII, *Utilities and Service Systems*, water demand for landscaping would be minimal. Therefore, the Plan would not result in the depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.

LESS THAN SIGNIFICANT IMPACT

c, d, h) The construction of new bridges across streams in the cities of Calistoga, Napa, and American Canyon could potentially alter drainage patterns, causing erosion and sedimentation or localized flooding. Bridges also may be constructed within 100-year floodplains. Unless properly designed and engineered, these facilities have the potential to block flood flows, divert



floodwaters out of creeks and waterway channels, and expose roadway users to flooding. Impacts would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure W-1 would reduce erosion and sedimentation impacts through the use of BMPs to control the discharge of material from project sites into the creeks. In addition, Mitigation Measure W-3 would be required to prevent substantial alteration of drainages and flooding from bridge projects.

- W-3 Structures Within Drainages.** Prior to the final design of any structure such as a bridge that is placed within or over the flow line of a waterway, or crosses over a creek, and where the structure has the potential to block or impede flood flows and alter hydrologic conditions, the project sponsor shall complete a detailed hydraulic analysis of the site and structure. This analysis shall: 1) verify that the project is in compliance with local floodplain management ordinances and related General Plan policies regarding flood protection and protection of creek resources, and 2) determine the appropriate sizing, geometry, and elevations of the structures so as not to impact creek hydrology and flood flow conditions. The hydraulic analysis and design recommendations shall require review and approvals of the local jurisdiction's Engineer and Flood Plain Manager. In addition, bank stabilization and erosion control measures shall be implemented along creek crossings, as determined by a qualified engineer.

These measures would reduce hydrologic impacts from new bridges to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

- g) No housing is proposed as part of this Plan nor would it cause the placement of housing within a 100-year flood hazard area.

NO IMPACT

- i) The proposed pedestrian projects would not expose people or structures to a significant risk of loss, injury, or death involving flooding due to failure of a dam or levee because they would not involve the placement of structures for occupancy of people in a flood-prone area. While localized flooding may occur in the event of a levee break, the County and cities would rely on their existing emergency notification, response warning, and bikeway/trail evacuation procedures if floodwaters reach areas with pedestrian facilities. Furthermore, dams are routinely inspected and monitored for compliance with seismic safety standards.

LESS THAN SIGNIFICANT IMPACT

- j) According to ABAG's mapping of tsunami inundations areas for emergency planning, the shoreline of the lower Napa River near American Canyon is vulnerable to tsunamis. However,



the proposed pedestrian improvements are located at higher ground and are not within the mapped tsunami inundation area. The projects also are not located near a large standing body of water that may be subject to a seiche, or standing wave. In addition, the Napa County Office of Emergency Services would rely on its existing system of emergency notification developed for multi-hazard response to warn trail users and close trail segments as necessary.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING				
-- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The purpose of the proposed projects listed in the NCPP is to increase connectivity within and between communities by improving pedestrian access. Therefore, the Plan would not divide an established community, but rather enhance its connectivity.

NO IMPACT

b) The NCPP was developed in coordination with applicable land use plans for the County and cities and towns within the County, and all projects within the Plan would be consistent with and comply with those local plans and ordinances in place to avoid or mitigate an environmental effect. The Plan is also consistent with the following objectives in ABAG’s Plan Bay Area (2013):

Target #1: Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15 percent.

Target #4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).

Target #5: Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day) – public health

Target #9a: Increase non-auto mode share by 10 percentage points (to 26 percent of trips).



Target #9b: Decrease automobile vehicle miles traveled (VMT) per capita by 10 percent.

As discussed in Section VII, *Greenhouse Gases*, the NCPP would facilitate a reduction in long-term GHG emissions by encouraging people to substitute walking and bicycling for driving motor vehicles. By constructing enhanced crosswalks, bulbouts, sidewalks, and other pedestrian safety features, the projects listed in the NCPP would reduce injuries and fatalities from all collisions. The Plan would also further public health goals of increasing physical activity through walking. In addition, the projects listed in the NCPP were planned in coordination with local jurisdictions and would be consistent with their adopted circulation elements. Therefore, the NCPP would be consistent with applicable local and regional plans and policies.

LESS THAN SIGNIFICANT IMPACT

c) There are no existing landscape-level Habitat Conservation Plans or Natural Community Conservation Plans within Napa County. Thus, implementation of the NCPP would not conflict with any such plans.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES				
-- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-b) According to the Napa County General Plan, there are currently four active mines (rock quarries) in Napa County, two of which are not presently being mined but only serve as mineral storage areas. These quarries produce construction materials. The only substantial mine currently in operation in Napa County is Napa Quarry (Napa County WICC, 2016). The size and location of the proposed pedestrian projects within or adjacent to urban areas would preclude them from having an impact on the recovery of future resources at these mining sites.

NO IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, d) Construction of the proposed pedestrian projects has the potential to create excessive levels of noise on a temporary basis. Equipment operating during the construction of individual projects would temporarily increase noise in the immediate vicinity of construction sites. As shown in Table 4, average noise levels associated with using heavy equipment at construction sites can range from about 76 to 89 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction. The highest noise levels generally occur during excavation and foundation development, which involve using such equipment as backhoes, bulldozers, shovels, and front-end loaders.



Table 4
Typical Construction Noise Levels (in dBA)

Equipment	Typical Level 25 Feet from the Source	Typical Level 50 Feet from the Source	Typical Level 100 Feet from the Source	Typical Level 200 Feet from the Source	Typical Level 800 Feet from the Source
Air Compressor	87	81	75	69	57
Backhoe	86	80	74	68	56
Concrete Mixer	91	85	79	73	61
Grader	91	85	79	73	61
Paver	95	89	83	77	65
Saw	82	76	70	64	52
Scraper	95	89	83	77	65
Truck	94	88	82	76	64

Source: Typical noise level 50 feet from the source was taken from FTA, May 2006. Noise levels at 25 feet, 100 feet, 200 feet, and 800 feet were extrapolated using a 6 dBA attenuation rate for the doubling of distance. Noise levels are measured in Leq for the expected duration that each piece of equipment is expected to operate. Each noise level assumes the piece of equipment is operating at full power for the expected duration to complete the construction activity. The duration varies widely between each piece of equipment. Noise levels also depend on the model and year of the equipment used. The noise levels assume simultaneous construction activities associated with the respective phase of construction and equipment being used.

Noise levels from point sources such as construction sites typically attenuate at a rate of about 6 dBA per doubling of distance. Therefore, only areas within 800 feet of construction sites would be expected to be exposed to noise levels over 65 dBA. Sensitive receptors such as residences located within this distance of construction sites may be subject to excessive noise. Each of the local jurisdictions having authority over individual projects has adopted noise control regulations that control construction noise levels, including allowable hours of construction activity during the week.

Users of the proposed pedestrian network may be exposed to noise from vehicles on adjacent streets and roads. However, the noise levels that the users would be exposed to would be temporary and intermittent and therefore not exceed standards in any applicable general plan or noise ordinance.

Mitigation Measures.

Local noise ordinance requirements would apply to construction activity associated with the proposed pedestrian projects. In addition, the following mitigation measures are required:

- N-1 Noise Reduction Measures Near Residences.** Sponsors of pedestrian projects shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.



N-2 Noise Control on Equipment. Project sponsors shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds).

N-3 Impact Equipment. Project sponsors shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.

N-4 Stationary Noise Sources. Locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be adequately muffled.

With implementation of local noise control requirements and proposed mitigation, impacts would be reduced to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the United States.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (Federal Transit Administration, 2006). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. Construction-related vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment. Vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Heavy construction operations can cause substantial vibration near the source. As shown in Table 5, the highest impact caused by equipment such as pile drivers used in bridge construction can generate vibrations of up to 106 Vdb at a distance of 50 feet. Similar to construction noise, vibration levels would be variable depending on the type of construction project and related equipment use. In general, pedestrian improvement projects would be unlikely to generate substantial vibration. The majority of proposed projects would involve installation of sidewalks or painting crosswalks.



Typical project construction activities, such as the use of jackhammers, other high-power or vibratory tools, and tracked equipment, may also generate substantial vibration in the immediate vicinity, typically within 15 feet of the equipment. Through the use of scheduling controls, typical construction activities would be restricted to daytime hours with least potential to affect nearby properties. Furthermore, according to Table 5, typical vibration levels would not exceed 100 Vdb at distances of 50 feet or greater from the source, which is the FTA threshold at which groundborne vibration levels may damage buildings. Thus, perceptible vibration can be kept to a minimum and not result in human annoyance or structural damage.

Table 5 Vibration Levels for Construction Equipment				
Equipment		Approximate VdB		
		25 Feet	50 Feet	100 Feet
Pile Driver (impact)	Upper range	112	106	100
	Typical	104	98	92
Pile Driver (sonic)	Upper range	105	99	93
	Typical	93	87	81
Hoe Ram		87	78	69
Large Bulldozer		87	78	69
Loaded Trucks		86	77	68
Jackhammer		79	70	61
Small Bulldozer		58	48	39

Source: FTA, *Transit Noise and Vibration Assessment*, May 2006.

LESS THAN SIGNIFICANT IMPACT

c) Operation of the proposed pedestrian projects could generate temporary, intermittent noise from human conversations and the use of bicycles near sensitive residential uses. However, these noise sources would not substantially increase ambient noise levels relative to existing roadway traffic. The substitution of motor vehicle trips for pedestrian and bicyclist trips on improvements listed in the NCPP also would incrementally reduce traffic noise. Therefore, impacts from permanent increases in noise would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e-f) Some proposed pedestrian projects in the city of American Canyon would be located within two miles of Napa County Airport, while projects in the unincorporated community of Angwin would be within two miles of Angwin-Parrett Field, a public use airport. However, users of proposed pedestrian facilities in these areas would only be exposed to temporary and intermittent operational noise generated from the airports. Therefore, airport-related noise impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING

-- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a)-c) Implementation of the NCPP would not involve the construction of infrastructure that could induce substantial population growth such as new or increased capacity sewer or water lines, or the construction of new streets and roads. The proposed pedestrian improvements would serve existing populations and would not displace any housing or people requiring the construction of replacement housing elsewhere. While these local improvements would make the area more attractive to tourists, this would not be a substantial growth-inducing effect in Napa County.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i, a.ii) The proposed multi-use trails listed in the NCPP would provide public access to areas that are not currently accessible and could require expanded police and fire protection service. The trail facilities would also increase access for use by police and fire providers into areas with poor existing access. However, the proposed projects would be located in urban areas that are already served by police and fire protection and not substantially increase demand for these public services above existing levels.

LESS THAN SIGNIFICANT IMPACT

a.iii) The NCPP plans for pedestrian improvements and would not facilitate construction of residences or places of employment that would increase the population of school-age children in Napa County. Certain pedestrian projects, however, would provide safer public access to existing school facilities. These projects include the Berry Street Bridge Replacement project next to Calistoga Elementary School; Safe Routes to Schools improvements in Calistoga, St. Helena, and American Canyon; the RLS Middle School Sidewalk improvements in St. Helena; and several traffic calming and accessibility projects near schools in Angwin. Because the NCPP would not increase demand for school facilities, no impact would occur.

NO IMPACT

a.iv) The NCPP would not facilitate construction of residences or places of employment that would increase the population that demands park facilities in Napa County. However, it would improve public access to existing parks. Projects listed in the NCPP would complete pedestrian connections to Yountville Park, install sidewalks on Laurel Street near Laurel Park in the City of Napa, and improve trails in the Newell Open Space Preserve in American Canyon. A proposed feasibility study to construct a linear park on American Canyon Road west of Elliot Drive could lead to a future expansion of parkland in American Canyon; if construction of this linear park is proposed in the future, environmental review for the project would be conducted at that time. Therefore, the NCPP would not have an adverse environmental impact from the construction of parks.

NO IMPACT



a.v) As discussed above, the NCPP would not facilitate an increase in population in Napa County. Therefore, it would not increase demand for other public services such as libraries.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The Plan would increase the use of neighborhood, regional parks, and other recreational facilities because the proposed pedestrian improvements would improve access to those facilities. For instance, a new pedestrian bridge over the Napa River would provide greater access to the Oxbow Preserve in the City of Napa, the Newell Open Space Pathway would improve multi-use access to the Newell Open Space Preserve in the City of American Canyon, and upgrades to Yountville Park would improve access to persons with disabilities. However, the increase in usage is not anticipated to significantly accelerate or cause the physical deterioration of those parks and facilities such that repair or expansion would be required. In fact, the projects could prevent physical deterioration of such facilities: the Newell Open Space Pathway would replace an interim trail along Newell Creek that has not been designed to accommodate substantial public use.

LESS THAN SIGNIFICANT IMPACT

b) Certain pedestrian improvements proposed in the NCPP, including multi-use trails and bikeways, would serve as new recreational facilities. The construction of these recreational facilities could have adverse environmental impacts. As discussed in Section III, *Air Quality*, fugitive dust emissions during construction would be potentially significant. As discussion in Section IV, *Biological Resources*, impacts to special-status species, nesting birds, protected trees, wetlands, and wildlife movement during construction would be potentially significant. Section V, *Cultural Resources*, notes that impacts to archaeological resources and human remains from ground disturbance could be significant. As discussed in Section VI, *Geology and Soils*, new bridges and over/under-crossings could be subject to unstable conditions. Section VIII, *Hazards and Hazardous Materials*, also indicates that soil disturbance could expose people to hazardous contaminants. Lastly, Section IX, *Hydrology and Water Resources*, finds that erosion,



sedimentation, and drainage impacts would be potentially significant. Mitigation measures in these respective sections would reduce potential environmental impacts to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, f) The NCPP has been developed in coordination with local and countywide transportation plans taking into consideration multiple modes of transportation including public transit, bikeways, and pedestrian facilities. The purpose of the Plan is to improve pedestrian access



countywide, increasing the number of pedestrian trips laying the groundwork for a shift in travel mode choice such that non-motorized options are widely available, accessible, and convenient. The proposed improvements would increase the active transportation options locally, encouraging pedestrian and bicycle use. This would be consistent with a goal in the Countywide Transportation Plan, Vision 2040, to increase by 10% mode share from single-occupancy vehicles to transit, walking, and bicycling by 2035. Therefore, the NCPP would further applicable plans to promote multimodal transportation.

In addition, the NCPP would not conflict with policies to maintain adequate circulation for motor vehicles. The Napa County General Plan has a policy (Cir-13) to “provide a roadway system that maintains current roadway capacities in most locations and is both safe and efficient in terms of providing local access.” Policy CIR-16 seeks “to maintain an adequate level of service on roads and at intersections”. The projects listed in the NCPP, by their nature, would have little to no impact on the LOS of any roadway within Napa County or the cities within. While increased pedestrian activity on crosswalks could incrementally increase travel times for motorized vehicles having to wait for additional pedestrians to cross, this increase would be negligible and potentially offset by the reduction of local vehicle trips from people choosing to use active transportation modes due to the facility improvements. The pedestrian improvements, including marked crosswalks, flashing beacons, and bulbouts, also have the potential to reduce crossing times at crosswalks, especially for disabled and elderly users. Overall, it is anticipated that these improvements would encourage a multimodal transportation system (NCPP Goal 2) that would improve performance measures based on a multi-modal level of service (NCPP Policy 2A).

NO IMPACT

c) Given the nature and scope of the pedestrian improvements listed in the NCPP, they would not result in any changes to air traffic patterns.

NO IMPACT

d, e) The goal of the NCPP is to provide pedestrian facilities that are safe and accessible to a variety of users. Pursuant to Policy 2A in the Plan, individual project designs would have to conform to local, County, State, and national standards and manuals, as applicable, regarding safety, proper design, emergency access, and construction. These standards require proper emergency access as part of the design and through construction of projects. Adherence to Policy 2A and these required design and construction standards would reduce these impacts related to design hazards and emergency access to less than significant.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, e) The proposed pedestrian improvements would not generate wastewater at any restrooms or septic systems. Therefore, the NCPP would not increase demand for wastewater treatment, contribute to an exceedance of wastewater requirements, or require service by a wastewater treatment provider.

NO IMPACT

b, d) Napa County derives about 85 percent of its water supply from ground and surface water in the Napa River watershed, while the remaining 15 percent is imported from the State Water Project for the cities of Napa, American Canyon, and Calistoga (Napa County Watershed Information & Conservation Council, 2011). Water demand throughout the County is projected



to outpace supply by the year 2050 if actions to increase conservation, expand recycled water sources, pursue conjunctive uses and locate out-of-basin sources are not pursued.

During the construction of individual pedestrian improvements listed in the NCPP, water may be required on a temporary basis to wet down disturbed areas and minimize emissions of fugitive dust. Proposed streetscape improvements with landscaping in downtown Calistoga and St. Helena also could require irrigation. Because of projected long-term water scarcity in the County, impacts on water supplies would be potentially significant without the use of drought-tolerant plants in landscaping.

Mitigation Measures

Mitigation Measure U-1 would be required to ensure that individual projects listed in the NCPP conserve water supplies by planting drought-tolerant species in streetscape improvements.

- U-1 Drought-Tolerant Landscaping.** The sponsor of a project listed in the NCPP that involves landscaping shall ensure that low water use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed. When feasible, plant species native to habitats in Napa County shall be used.

Implementation of this measure would minimize water demand by proposed pedestrian projects, thereby reducing impacts on water supplies to a less-than-significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

c) The proposed pedestrian improvements would not substantially increase the amount of impervious surface in Napa County, thereby increasing the flow of stormwater runoff entering storm water drainage facilities. As discussed in Section IX, *Hydrology and Water Quality*, implementation of Mitigation Measure HYDRO-1 would require that proposed pedestrian improvements incorporate stormwater management techniques such as bioswales and bioretention structures as necessary to maintain pre-project hydrologic conditions and treat runoff. Therefore, additional storm water drainage facilities would not be needed.

NO IMPACT

f, g) The proposed pedestrian improvements would not lead to a permanent increase in solid waste generated in Napa County. During construction, waste would be limited to debris from the removal of existing pavement or subsurface material. Most individual projects involve surface treatments like the painting of crosswalks and extension of sidewalks, the construction of which would not generate solid waste. Furthermore, operation of the proposed projects would not involve the use of trash cans or the generation of solid waste for disposal at a landfill.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

a) As discussed in Section IV, *Biological Resources*, construction of the pedestrian projects listed in the NCPP has the potential to reduce the habitat of special-status species and obstruct wildlife movement corridors. However, these impacts would be reduced to a less-than-significant level with implementation of Mitigation Measure BIO-1 to assess biological resources at a project-specific level and mitigate impacts to special-status species; Mitigation Measure BIO-2 to protect such species during construction; and Mitigation Measure BIO-6 to incorporate design measures that preserve wildlife corridors. As discussed in Section V, *Cultural Resources*, potential impacts on buried cultural resources during construction would be less than significant with implementation of mitigation measures CR-1 through CR-9 to protect potential archaeological resources, fossils, and human remains. Therefore, impacts would be potentially significant unless mitigation is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) Cumulative impacts are generally considered in analyses of air quality, noise, and traffic. As discussed in Section III, *Air Quality*, impacts on air quality would be reduced to a less-than-significant level with implementation of Mitigation Measure AQ-1 for individual projects to follow the BAAQMD’s recommended measures to cut particulate emissions. These measures



would minimize the Plan's effect on regional attainment of air quality standards for particulate matter. As discussed in Section XII, *Noise*, temporary noise generated by construction of pedestrian improvements would be potentially significant. However, individual projects would not be expected to generate cumulative noise impacts during construction because they would be separated geographically and generally constructed at different times. Furthermore, mitigation measures N-1 through N-4 would reduce noise exposure from construction equipment to the extent feasible. As discussed in Section XVI, *Transportation/Traffic*, the Plan would improve performance measures based on a multi-modal level of service and would not degrade traffic conditions. Therefore, the project's contribution to cumulative impacts would be potentially considerable unless mitigation is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

c) The Plan is intended to improve physical conditions for pedestrians in Napa County and would have a beneficial overall effect on people. However, as discussed above, air quality and noise impacts would be potentially significant unless mitigation is incorporated to reduce particulate emissions and construction noise. As discussed in Section VI, *Geology and Soils*, impacts to human safety from the construction of pedestrian improvements in areas subject to fault rupture, groundshaking, liquefaction, unstable slopes, and expansive soils would be potentially significant. Site-specific geotechnical investigations would reduce these impacts to a less-than-significant level. As discussed in Section VIII, *Hazards and Hazardous Materials*, ground disturbance for individual projects could expose people to soil-based contaminants, but impacts would be reduced to a less-than-significant level by investigating and remediating any hazardous material sites. As discussed in Section XVII, *Utilities and Service Systems*, water supply impacts would be potentially significant unless Mitigation Measure U-1 is implemented to use drought-tolerant landscaping. Lastly, as noted in Section I, *Aesthetics*, the Plan would have a potentially significant impact on visual character unless Mitigation Measure AES-1 is implemented to minimize the visual disruption caused by new overpasses.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



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