Napa Countywide Bicycle Plan

Final

Initial Study – Mitigated Negative Declaration

prepared by

Napa Valley Transportation Authority
625 Burnell Street
Napa, California 94559
Contact: Diana Meehan, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

September 2019

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Appendix A Proposed Bicycle Improvement Projects
Appendix B Response to Comments
Appendix C Mitigation Monitoring and Reporting Program

Initial Study

1. Project Title

Napa Countywide Bicycle Plan

2. Lead Agency Name and Address

Napa Valley Transportation Authority
625 Burnell Street
Napa, California 94559

3. Contact Person and Phone Number

Diana Meehan, Senior Planner, 707-259-8327

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

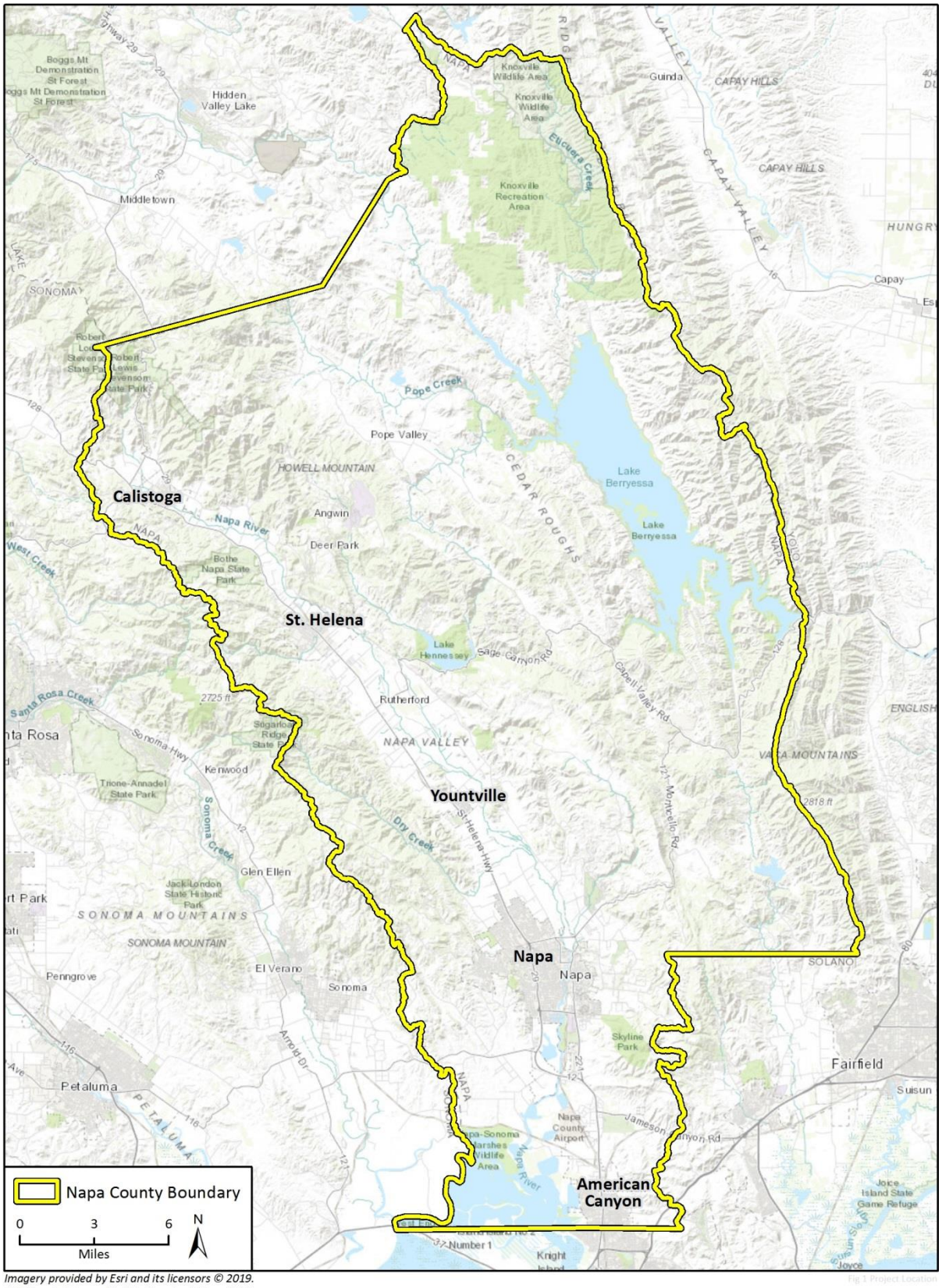
7. Zoning

N/A, Countywide

8. Description of Project

The proposed Napa Countywide Bicycle Plan (NCBP or "Plan") is intended to improve the bicycling environment for residents and visitors in Napa County to provide a bicycle-friendly community with bicycling infrastructure for all ages and abilities. The vision of the Plan is to provide people with a safe, convenient, and enjoyable access to destinations throughout Napa County. The Plan aims to increase the number of bicycle trips to reach a long-range strategic goal of having 10 percent of all trips in Napa County made by bicycle. The Plan builds on the bicycle recommendations presented in the 2012 Napa Countywide Bicycle Plan to address changes in bicycle planning and design over the last seven years.

Figure 1 Project Location



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Additional data provided by County of Napa 2019.

The Plan includes all jurisdictions in Napa County: the City of American Canyon, the City of Napa, the Town of Yountville, the City of St. Helena, the City of Calistoga, and unincorporated Napa County. Individual bicycle master plans from these jurisdictions are incorporated into the Plan.

The Plan is comprised of two elements: 1) a specific list of existing and proposed bikeways, and 2) a series of supportive policies and programs designed to make a maximum safe use of existing routes and to promote turning proposed routes into reality. Goals and policies in the Plan are designed to guide Napa County's communities in improving the bicycling environment for residents and visitors. The Plan's goals include:

- Goal 1: Develop a well-designed low Level of Traffic Stress (LTS) connected bicycle networks
- Goal 2: Improve bicycle access for disadvantaged and/or underserved communities
- Goal 3: Improve safety for all ages and abilities
- Goal 4: Increase mode share of bicycling

In combination with the Napa Countywide Pedestrian Plan adopted by the lead agency in 2016, the NCBP would comprise a complete active transportation plan for Napa County.

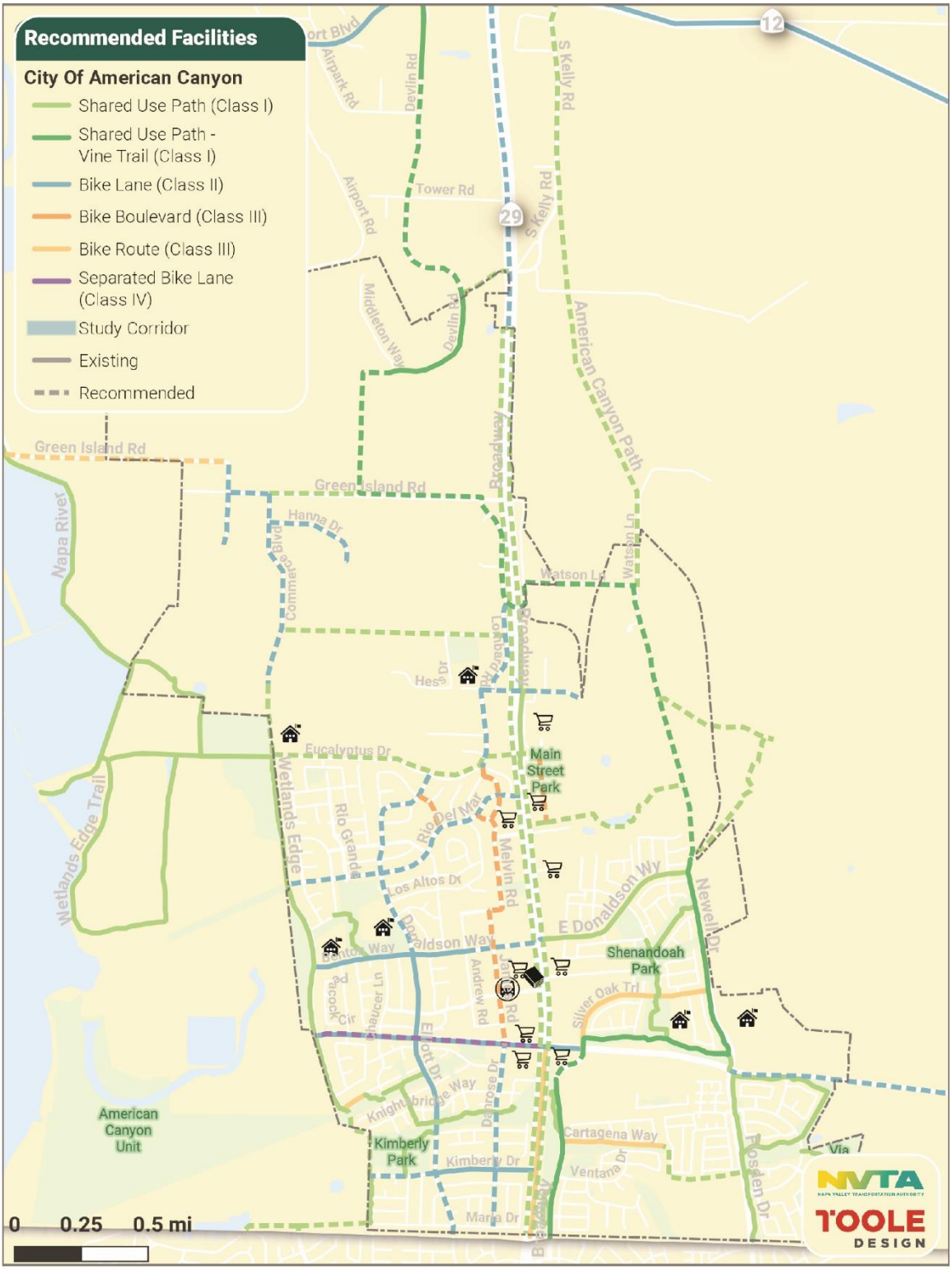
The Plan assembles a comprehensive project list for proposed bicycle projects. The project list was compiled based on the Plan's vision to provide a well-connected, safe bicycling network for all ages and abilities. Many factors contribute to a person's decision to ride a bicycle and these factors were considered by applying the Level of Traffic Stress as a measure of a street's suitability for bicyclists to focus bicycle projects in the County.[1] Streets were selected using this data driven process to propose over 450 miles of new facilities.

Table A-1 in Appendix A presents the NCBP's full list of individual projects, sorted by jurisdiction. 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. Figure 2 through Figure 14 shows the location of each project by jurisdiction. Figure 8 shows recommended regional trails. The NCBP includes a range of proposed bicycle facilities, from Class I facilities (multi-use paths) to Class II bikeways (bike lanes), Class III bikeways (bike routes and boulevards), and Class IV bikeways (separated bike lanes).

Adoption of the proposed Plan, in itself, would not directly involve the construction of bicycle improvements listed in Appendix A, but would facilitate the future development of such improvements. Thus, this Initial Study evaluates the environmental impacts associated with the Plan at a programmatic level, and provides programmatic-level mitigation measures. All future bicycle projects forwarded as implementing actions of the Plan, when proposed for construction, will be compared with the Plan program and programmatic mitigation measures, with the anticipated benefit of more detailed construction drawings and scheduling information.

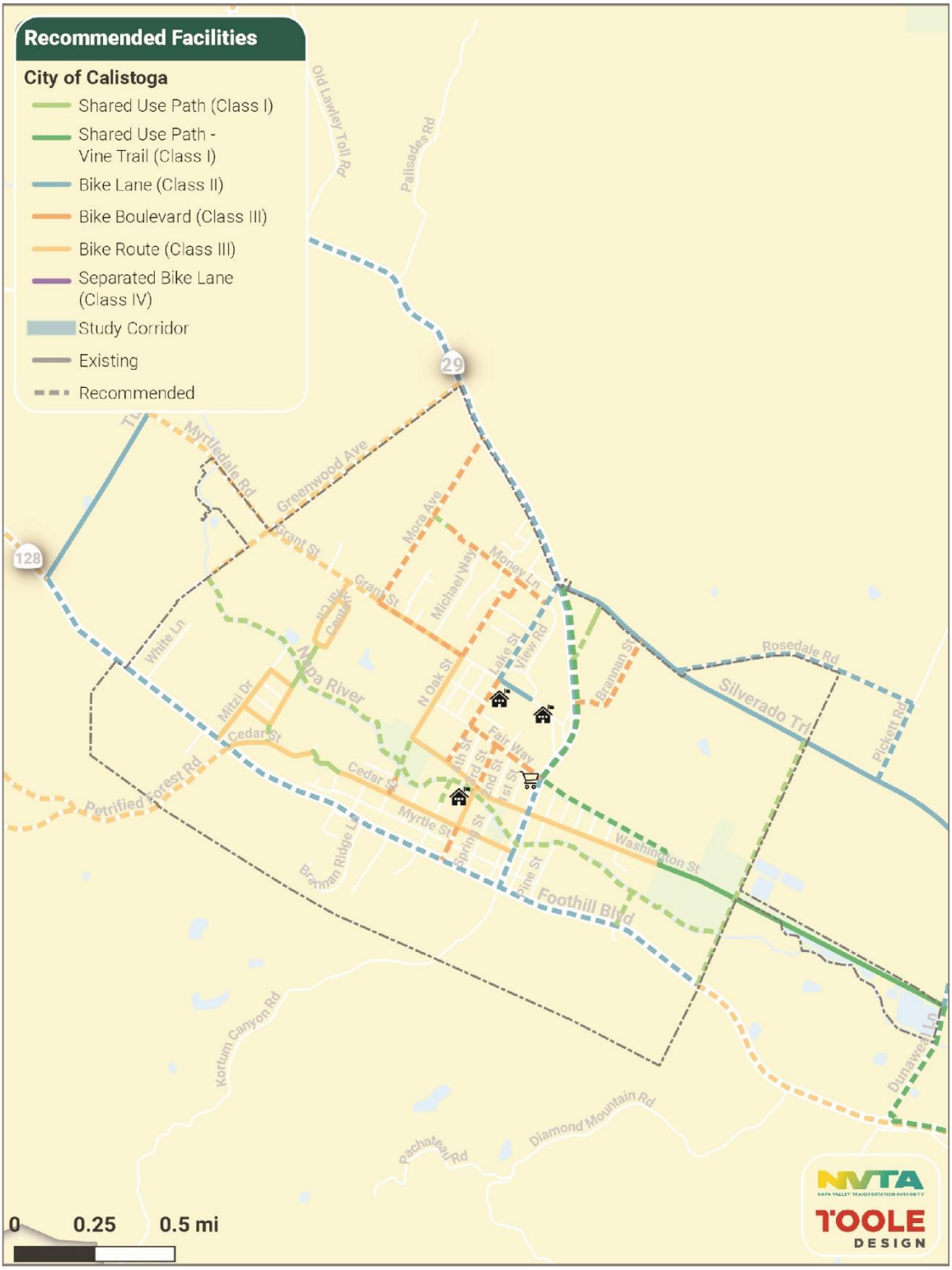
[1] Level of Traffic Stress (LTS) is a rating given to a road segment or crossing indicating the amount of stress that it imposes on cyclists (Furth n.d.). Levels range from LTS 1 (suitable for children) to LTS 4 (acceptable only to those classified as "strong and fearless" riders.

Figure 2 Existing and Proposed Bicycle Facilities in the City of American Canyon



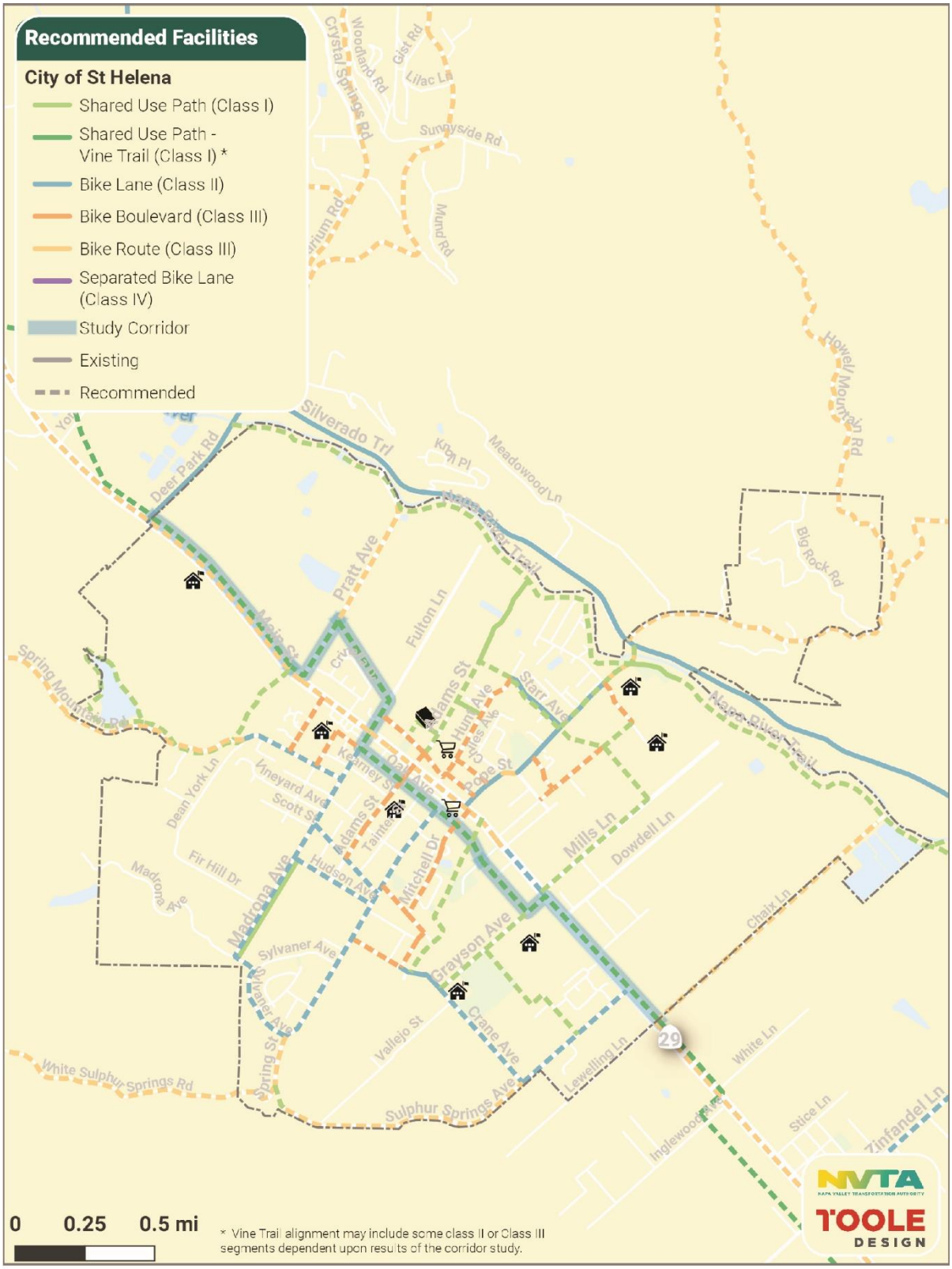
Source: Toole Design

Figure 3 Existing and Proposed Bicycle Facilities in the City of Calistoga



Source: Toole Design

Figure 4 Existing and Proposed Bicycle Facilities in the City of St. Helena



Source: Toole Design

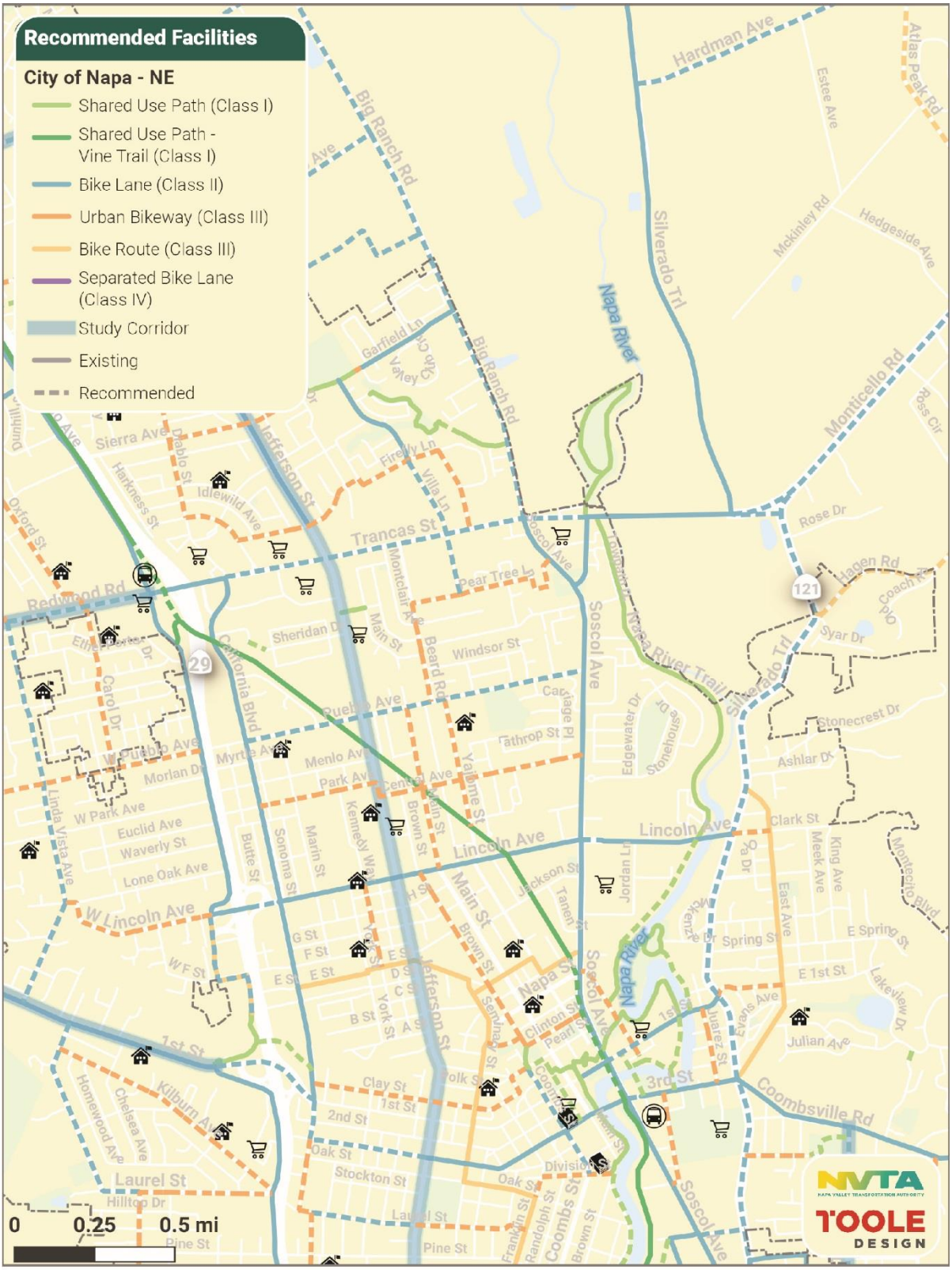
Figure 5a Existing and Proposed Bicycle Facilities in the City of Napa - Downtown

Source: Toole Design

Figure 6b Existing and Proposed Bicycle Facilities in the City of Napa - South

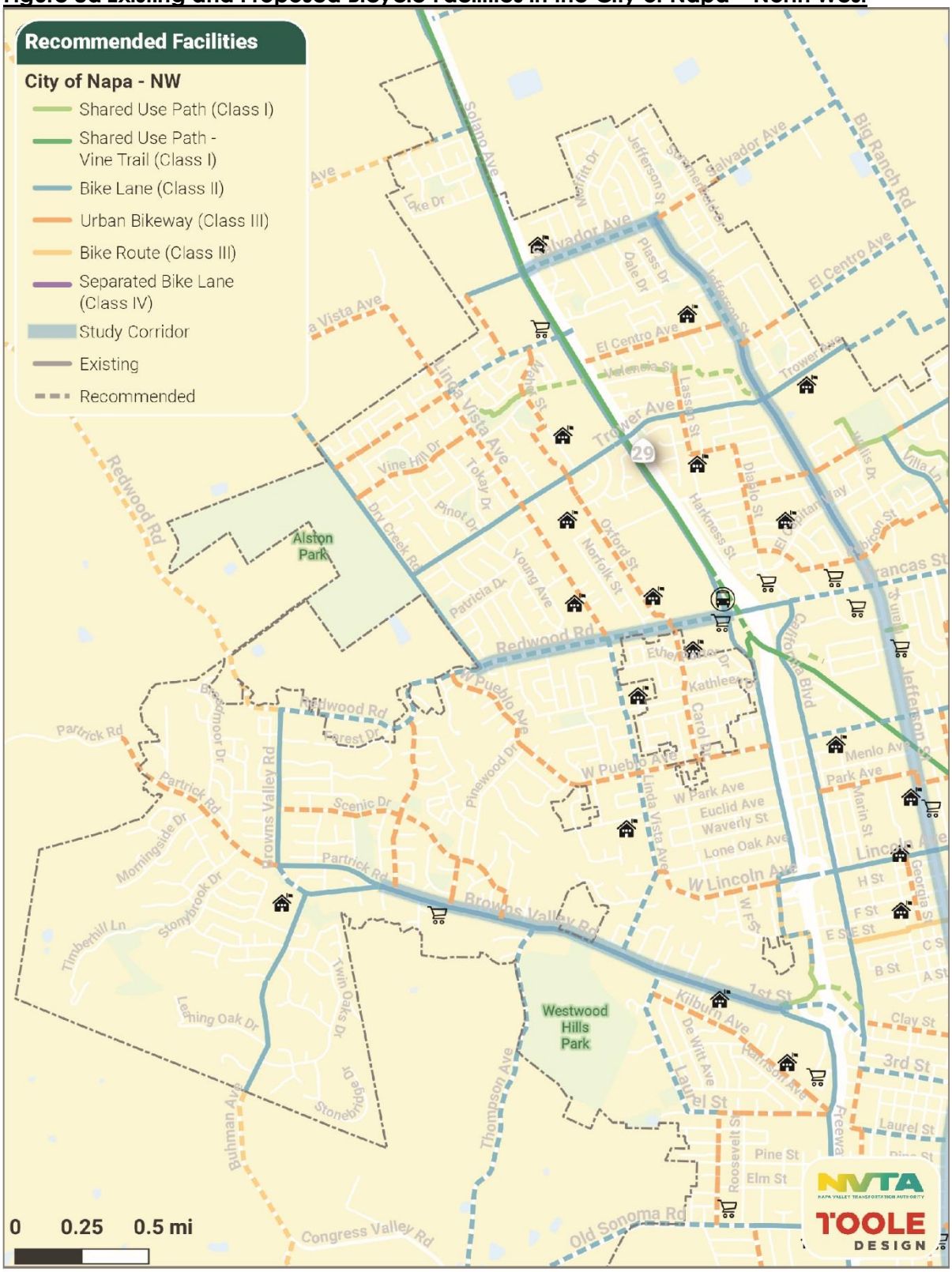
Source: Toole Design

Figure 7c Existing and Proposed Bicycle Facilities in the City of Napa – North East



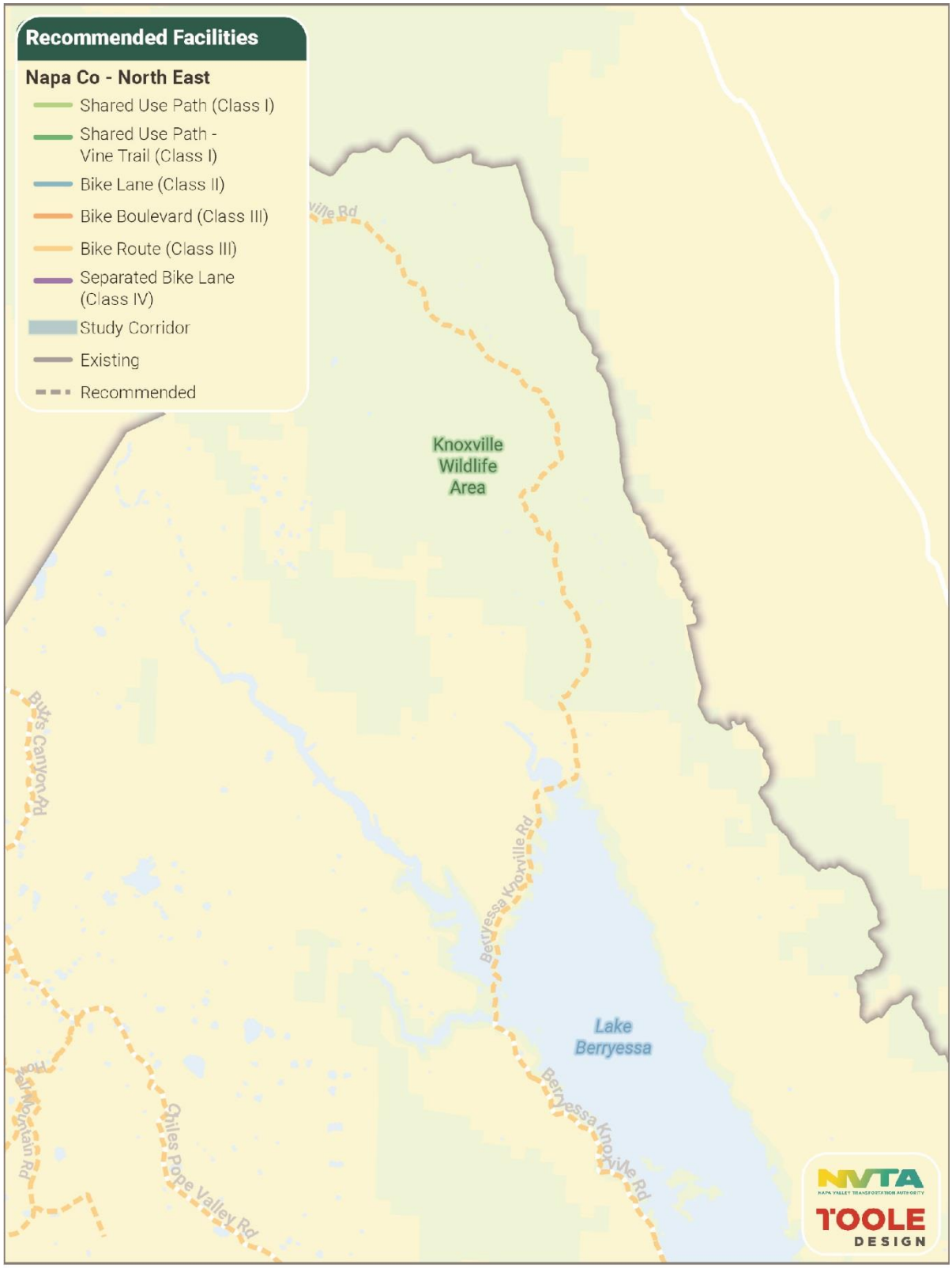
Source: Toole Design

Figure 8d Existing and Proposed Bicycle Facilities in the City of Napa – North West



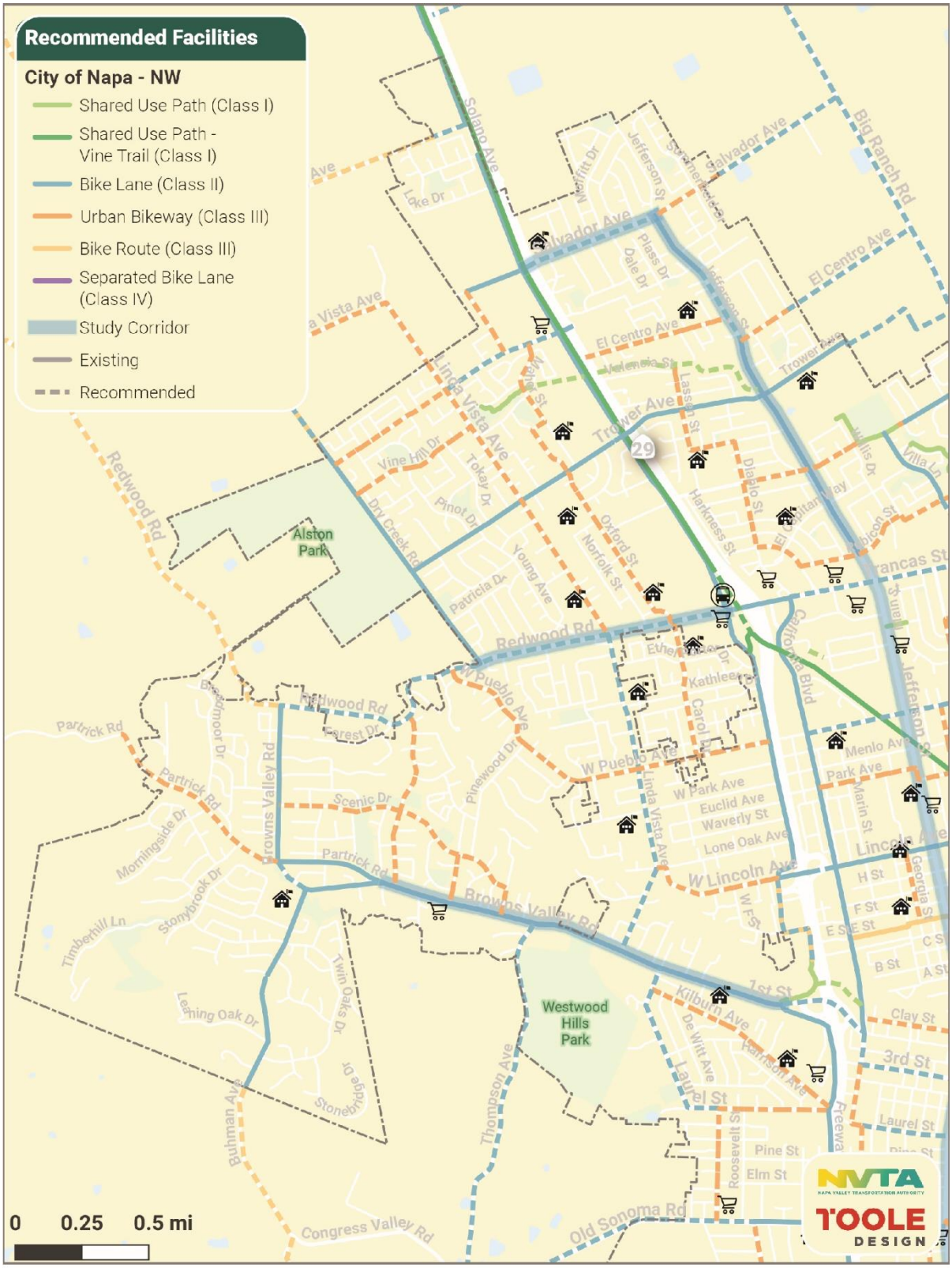
Source: Toole Design

Figure 9a Existing and Proposed Bicycle Facilities in Napa County – North East



Source: Toole Design

Figure 10b Existing and Proposed Bicycle Facilities in Napa County – North West



Source: Toole Design

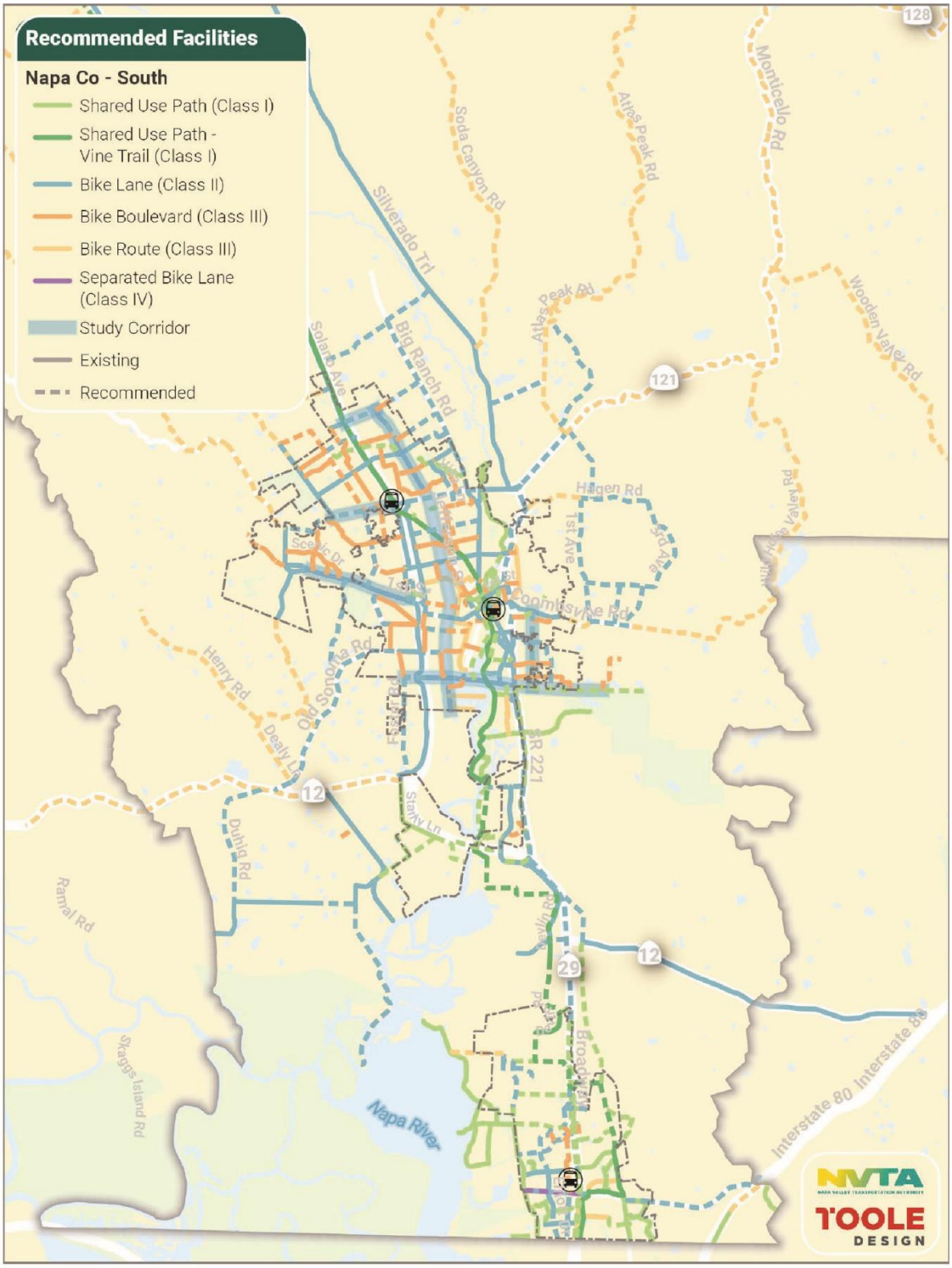
Figure 11c Existing and Proposed Bicycle Facilities in Napa County – Central West

Source: Toole Design

Figure 12d Existing and Proposed Bicycle Facilities in Napa County – Central East

Source: Toole Design

Figure 13e Existing and Proposed Bicycle Facilities in Napa County – South

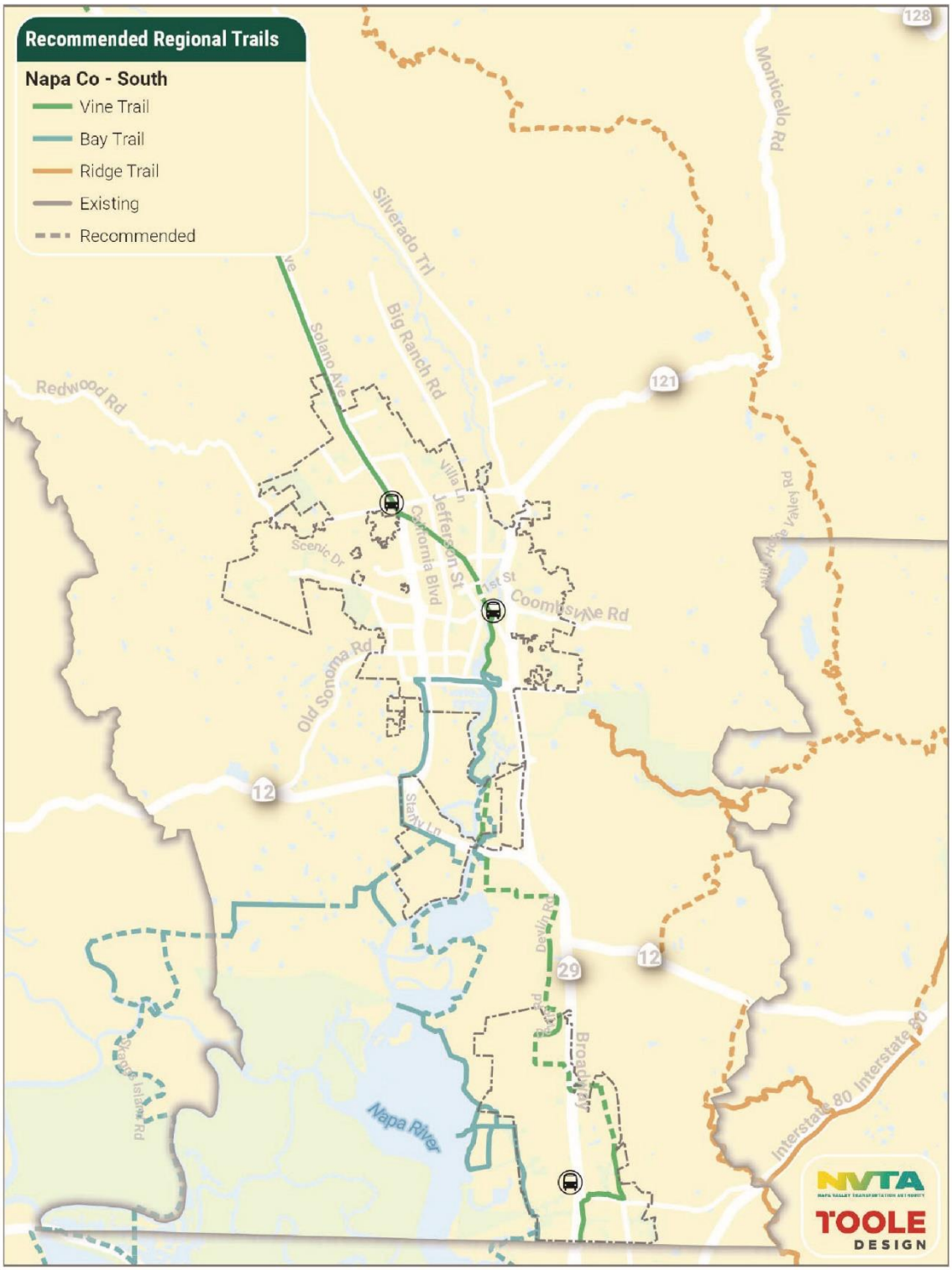


Source: Toole Design

Figure 14 Existing and Proposed Bicycle Facilities in the Town of Yountville

Source: Toole Design

Figure 8 Recommended Regional Trails in Napa County – South



Source: Toole Design

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 Plan, 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)

In addition, individual projects that would involve work in sovereign State lands under the jurisdiction of the California State Lands Commission would require the approval of leases from this public agency.

11. Native American Tribes Requesting Consultation Pursuant to Public Resources Code Section 21080.3.1

Middletown Rancheria, Yocha Dehe Wintun Nation

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

■	Aesthetics	■	Agriculture and Forestry Resources	☐	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Energy
■	Geology/Soils	☐	Greenhouse Gas Emissions	■	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
■	Noise	☐	Population/Housing	☐	Public Services
■	Recreation	☐	Transportation	■	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	■	Mandatory Findings of Significance

Determination

Based on 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 to 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 "less than significant with mitigation incorporated" 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
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	■	☐	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	■	☐	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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 2017):

- State Route (SR) 29 between the Solano County line and SR 221 near the City of Napa, and between Trancas Street in the City of Napa and SR 20 near Upper Lake
- SR 121 from SR 221 near Napa State Hospital to near Trancas Street in the City of Napa
- SR 221 from SR 29 at Soscol Creek 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 bicycle facilities listed in the NCBP, 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, public views of surrounding hillsides in the Napa Valley, Mount St. Helena, vineyards, and older agricultural buildings contribute to the community's rural visual character (St. Helena 2019). 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).

Figure through Figure show photographs of existing conditions at the sites of representative projects listed in the NCBP, including unincorporated Napa County and Calistoga (Figure 9), St. Helena and Yountville (Figure 10), and the city of Napa and American Canyon (Figure 11).

Figure 9 Unincorporated Napa County and Calistoga Site Photographs

Photograph 1. SR 29 by Old Lawley Toll Road near Calistoga, looking eastward, where a Class III bike route is proposed

Photograph 2. Greenwood Avenue bridge over Napa River in Calistoga, where a Multi-use path (Class I) is proposed along the river.

Figure 10 St. Helena and Yountville Site Photographs

Photograph 3. SR 29 southeast of Deer Park Road in St. Helena, looking eastward, where a new segment of the Vine Trail is proposed.

Photograph 4. Monroe Street in Yountville, looking southwest, where a Class III bike boulevard is proposed.

Figure 11 City of Napa and American Canyon Site Photographs

Photograph 5. Trancas Street west of Jefferson Street in the City of Napa, looking eastward, where Class II bike lanes are proposed.

Photograph 6. American Canyon Road in the City of American Canyon west of SR 29, looking westward, where a Class IV separated bike lane is proposed.

a. Would the project have a substantial adverse effect on a scenic vista?

The proposed bicycle facilities listed in the NCBP would affect several designated and eligible scenic roadways in Napa County. Table 1 lists these projects and their potential short- and long-term visual effects on scenic roadways.

Table 1 Potential Effects of Bicycle Facilities on Scenic Vistas

Project ID	Location	Project Description	Description of Potential Impact
39	Lincoln Avenue/SR 29 - Calistoga	Construct a 0.11-mile multi-use path from Lincoln Avenue/SR 29 to a Class I path	Vegetation and tree removal
843	SR 29 – American Canyon	Construct 5.21-mile multi-use paths on both sides of SR 29 from northern American Canyon city limits to American Canyon Road	Construction activity
832	Bothe State Park, SR 29 – Napa County	Construct 0.7-mile bike lanes from Bale Lane to Larkmead Lane	Vegetation and tree removal
829	SR 29/221 (Napa-Vallejo Highway) – Napa County	Construct 3.9-mile bike lanes from American Canyon city limit to Kaiser Road	Construction activity on SR 29, rock removal on SR 221
867	Vine Trail (along SR 29) – Napa County	Construct a 3.08-mile multi-use path from Deer Park Road to Lodi Lane	Vegetation and tree removal
865	Vine Trail (along SR 29/128) – Napa County	Construct a 2.83-mile multi-use path from Larkmead Lane to Dunaweal Lane	Vegetation and tree removal
901	SR 29 – Napa County	Construct a 0.49-mile multi-use path from the Napa City limits to Vista Point Drive	Construction activity
672	Milton Road – Napa County	Construct 2.91-mile bike lanes from Stanly Crossroad to Riverfront	Vegetation and tree removal
62	Silverado Trail – Napa County	Construct 2.51-mile bike lanes from Larkmead Lane to Dunaweal Lane	Construction activity

As shown in Table 1, the proposed bicycle projects would have mixed effects on scenic views. The addition of bicycle facilities would temporarily involve construction activity that degrades the foreground of views of scenic agricultural and natural resources. Proposed multi-use paths along SR 29 may result in vegetation and tree removal, as could proposed bike lanes in Napa County that would require widening of roadways by an estimated eight to ten feet. However, proposed bicycle facilities would also provide improved multi-modal access to scenic vistas for bicyclists and pedestrians. In addition, proposed bicycle facilities along scenic highways such as SR 29 and SR 121 would not involve the construction of structures that could obstruct or degrade existing scenic views of hillsides, agricultural land, and mature trees. Therefore, the proposed bicycle projects would not have a substantial adverse effect on scenic vistas, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed bicycle facilities improvements would not occur on a designated State scenic highway and would not damage rock outcroppings identified as visual resources. While proposed bicycle facilities would occur on downtown streets next to historic buildings these projects would only involve adding bikeways to existing roadways in the visual setting of historic buildings, which would

not damage such scenic resources. However, the construction of multi-use paths outside of existing paved rights-of-way in several jurisdictions may require the removal of mature trees that may be considered scenic resources. For example, Napa County would construct a 0.49-mile multi-use path alongside SR 29 from the Napa city limits to Vista Point Drive that may result in mature tree removal for the project alignment. Other types of projects listed in the NCBP that may require removal of scenic mature trees include, but are not limited to, new bike lanes on rural roadways in unincorporated Napa County and multi-use paths in wooded riparian areas. Therefore, the impact on scenic resources would be potentially significant.

Implementation of Mitigation Measure BIO-7 (Tree Protection), as discussed in Section 4, *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.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Bicycle projects listed in the NCBP would be located in both urbanized and rural areas. Proposed bicycle facilities located in non-urbanized areas could adversely affect the visual character of communities in Napa County by removing vegetation. For example, as noted above, new bike lanes on rural roadways in unincorporated Napa County and multi-use paths in wooded riparian areas could require the removal of mature trees. 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. In addition, no new bridges or overcrossings are proposed that would obstruct views. Projects listed in non-urban areas would be bike lanes, routes, or boulevards along existing roadways and would not substantially impact existing visual character. Impacts from bicycle project in non-urbanized areas would be less than significant after implementing mitigation to replace trees.

In urban areas, proposed bicycle facilities including multi-use paths, bike lanes, and bike boulevards may affect the visual character of Napa County's communities. In American Canyon, for example, a proposed segment of the Vine Trail could result in removal of vegetation that may degrade visual character and public views. Individual bicycle facility projects would need to be consistent with applicable zoning codes and regulations for the appropriate municipality in Napa County. For example, projects proposed in the Town of Yountville would be required to be consistent with the Section 18.12.030(B) of the Yountville Municipal Code that establishes regulations for view corridors. Compliance with required regulations in each municipalities zoning code would ensure protection of public viewsheds. In addition, as outlined in the NCBP Implementation Plan section, bikeways would be designed to avoid environmental resources where feasible. Impacts from bicycle projects in urbanized areas would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Proposed multi-use paths listed in the NCBP may involve the installation of bicycle-scale lighting, which would be intended to improve visibility and the perception of safety and comfort while bicycling. Bicycle-scale lighting is generally smaller in scale with reduced illumination as compared to lighting on streetscapes. Flashing beacons also may be installed where feasible at roadway crossings, which would increase lighting levels in some locations. However, new bicycle-scale and crossing lights in specific locations would not substantially increase nighttime lighting levels in Napa County. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	■	☐	☐
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	■	☐	☐
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))?	☐	■	☐	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	■	☐	☐
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 or conversion of forest land to non-forest use?	☐	■	☐	☐

a, e. Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

Farmland in Napa County is located mainly in the western portion of Napa County in the Napa Valley (Department of Conservation 2017). Proposed bicycle facilities listed in the NCBP, such as bike lanes, routes, and boulevards, would be constructed in existing road rights-of-way, adjacent to rights-of-way, or within urban communities away from farmland. However, some proposed multi-use paths (e.g., the Vine Trail in St. Helena and Napa County) and bike lanes in unincorporated Napa County

that would require road widening would be located adjacent to Important Farmland (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance). Although it is not anticipated that new bicycle facilities would result in the direct loss of Important Farmland, their construction and operation may disrupt adjacent agricultural operations. For example, construction vehicles and equipment staging could restrict access to farmland, if placed in or adjacent to existing farm access roads. Particularly during harvest periods, when agricultural activity is at its peak, construction vehicles and personnel within or adjacent to active cropland may hamper these activities.

Development adjacent to farmland can induce a range of adverse impacts on continued farm operations. Direct physical impacts could include vandalism to farm equipment and theft of products, as well as soil compaction which can damage crop potential. Trespassing by users of multi-use paths could occur, particularly on isolated stretches of the Vine Trail and the Napa River Trail. Such trespassing could occur by trail users seeking an informal shortcut or trail users attracted to growing crops. However, the Napa Valley Vine Trail Coalition has developed an Ag Respect program to inform trail users of the importance of respecting adjacent agricultural lands and operations (Napa Valley Vine Trail Coalition 2019). Ag Respect signage is posted along all current segments of the Vine Trail and would be installed along all planned segments. In addition to trespassing some users would be expected to bring dogs on proposed multi-use trails near agricultural land. If prohibited dogs depart the trail alignment and enter the adjacent agricultural areas, direct impacts to crops could occur through soil compaction, crop consumption, or bodily waste deposit. Therefore, changes in the existing environment could adversely affect adjacent farmland, resulting in a potentially significant impact related to conversion of farmland.

Mitigation Measures

Mitigation Measures AG-1 through AG-3 would be required to reduce potential conflicts between proposed bicycle facilities and adjacent agricultural lands.

AG-1 Reduction of Construction Related Agricultural Conflicts

The project sponsor for bicycle facilities located adjacent to agricultural land shall implement the following measures during construction to reduce potential conflicts between construction-related activities and agricultural operations:

- Staging areas shall not be placed in or directly adjacent to active agricultural areas and access to staging areas shall not block or inhibit access to existing farmland or farm access roads.
- Where feasible, construction adjacent to agricultural areas shall not occur during peak harvest periods.
- When construction activities must occur during agricultural harvesting (e.g., to avoid nesting bird season), reasonable access to farmland, as determined by the project sponsor in consultation with affect agricultural property owners, shall be maintained; while precise timing cannot be specified, the project sponsor would endeavor to consult with the farmers as early as feasible in the development of the construction schedule.
- The construction contractor shall designate a contact for construction-related complaints. Contact information shall be provided to agricultural operators adjacent to proposed bicycle facilities and shall be posted at construction staging areas. The contractor shall respond to complaints in a timely manner.

These measures shall be included in final design plans and implemented by the construction contractor. The project sponsor shall review plans to confirm inclusion of these measures and conduct spot-check monitoring during construction to ensure compliance.

AG-2 Installation of No Trespassing Signs

The project sponsor for planned segments of the Napa River Trail located adjacent to agricultural lands shall install either Ag Respect signs produced by the Napa Valley Vine Trail Coalition (informing trail users to stay within trail boundaries) or signs clearly indicating "No Trespassing" at appropriate locations. The project sponsor shall be responsible for ensuring the signs are properly maintained and shall replace signs when they are removed or damaged such that they are no longer legible.

AG-3 Post Notices to Promote Food Safety prior to Operation

Prior to the opening for public use of proposed multi-use paths adjacent to agricultural lands, the project sponsor shall post notices of ongoing agricultural activities along trail alignments, at least every mile, in addition to posting notices at individual trail entrances. The location of the notices posted along each trail shall be identified by the project sponsor in consultation with affect agricultural property owners. At minimum, the signs shall state that users of multi-use paths are required to use restroom facilities in consideration of food hygiene issues on adjacent agricultural lands.

With implementation of Mitigation Measures AG-1 through AG-3 to minimize potential conflicts with agricultural operations arising from construction and operation of the proposed bicycle facilities, and continued implementation of the Ag Respect program on the Vine Trail, the NCBP would have a less than significant impact related to conversion of farmland.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b-d. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

Would the project 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))?

Would the project result in the loss of forest land or conversion of forest land to non-forest use?

It is not anticipated that any Williamson Act contracted land would be needed for any of the proposed bicycle 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. The NCBP may result in the loss of individual trees, particularly for multi-use paths that would occur on undeveloped land. However, proposed bicycle facilities would not adversely affect forestry resources including forest land or timberland because tree removal would be minimal along a linear alignment and implementation of Mitigation Measure BIO-7 (Tree Protection) would require the replacement of protected trees at a minimum ratio of 2:1. The proposed facilities would not result in the loss or conversion of forest land or result in the

conversion of farmland to a non-agricultural use. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. 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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The applicable air quality management plan (AQMP) for Napa County is the 2017 Clean Air Plan adopted by the Bay Area Air Quality Management District (BAAQMD) in April 2017. To be consistent with an 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 14, *Population and Housing*, implementation of the NCBP 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 bicycle improvements would make the area more attractive to tourists, this would not be a substantial growth-inducing effect in Napa County. Furthermore, planning for additional bicycle facilities would be consistent with strategies in the 2017 Clean Air Plan to reduce emissions of criteria air pollutants from transportation. Transportation Control Measure TR9 in the Clean Air Plan encourages planning for bicycle facilities in local plans, as a means of reducing mobile emissions. Therefore, the NCBP would not result in or contribute to an exceedance of Napa County's forecasted population and would be consistent with the BAAQMD's 2017 Clean Air Plan.

LESS THAN SIGNIFICANT IMPACT

b. Would the project 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?

The Plan area is within the jurisdiction of BAAQMD. The BAAQMD region is currently in non-attainment of state and national ozone standards and national ambient air quality standards for particulate matter (CARB 2018). Emissions of ozone precursors and particulate matter during construction of the proposed bicycle facilities listed in the NCBP could incrementally contribute to an existing air quality violation. Because the proposed bicycle facilities 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, improvements to bicycle facilities could encourage people to substitute bicycling for driving, incrementally reducing emissions associated with motor vehicle use.

The construction of bicycle 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 PM_{10}) 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.

BAAQMD's May 2017 *CEQA Air Quality Guidelines* provide thresholds for plan-level impacts for criteria pollutants and precursors (BAAQMD 2017). There are no construction emissions thresholds for plans. However, impacts would be significant if the project is not consistent with the current air quality plan and if projected vehicles miles traveled or vehicle trip increase would be less than or equal to projected population increase.

Under BAAQMD's methodology, a determination of consistency with CEQA Guidelines thresholds should demonstrate that a project:

- Supports the primary goals of the 2017 Clean Air Plan;
- Includes applicable control measures from the 2017 Clean Air Plan; and
- Does not disrupt or hinder implementation of any 2017 Clean Plan control measures

The primary goals of the 2017 Clean Air Plan are to protect air quality and health at the regional and local scale and to protect the climate. The NCBP would improve bicycle facilities throughout Napa County. By facilitating bicycling as a mode of transportation, it is expected that the NCBP would reduce motor vehicle trips and vehicle miles traveled in Napa County, improving regional air quality. In addition, the NCBP would promote health by increasing recreational opportunities in the County. As described above under Item a, the NCBP would be consistent with 2017 Clean Air Plan Transportation Control Measure TR9 to encourage bicycle and pedestrian access and facilities. Therefore, the NCBP includes applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of the 2017 Clean Air Plan.

Because implementation of the NCBP would decrease vehicle miles traveled and would not result in a population increase, it would not result in exceedance of the BAAQMD threshold for criteria pollutants and precursors. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Proposed bicycle improvements adjacent to travel lanes for motor vehicles 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 bicycle facilities and are not considered sensitive receptors. In addition, the health benefits from cycling outweigh the risks from exposure to air pollution (Teschke, et al. 2012; de Hartog, et al. 2010). The proposed bicycle facilities would not generate operational pollutants that would expose adjacent sensitive receptors such as homes, hospitals, and schools to substantial pollutant concentrations. Furthermore, the NCBP is intended to facilitate additional bicycling and would reduce vehicle miles traveled in Napa County, thereby incrementally reducing the exposure of sensitive receptors to pollutant concentrations from motor vehicles. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

During construction of the proposed bicycle facilities, emissions from construction equipment could potentially result in 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, bicyclists would not be exposed to any objectionable odors from construction because bicycle facilities would be closed to the public when under construction. Therefore, the impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	■	☐	☐
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?	☐	■	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	■	☐	☐
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?	☐	■	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
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?	☐	☐	■	☐

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. Wetlands and associated riparian areas often function as habitat for special-status species and may act as important 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. A current review of records contained within the California Natural Diversity Database (CNDDB) (queried in May 2019) documented a total of 119 special-status species with occurrence records in Napa County, including 26 federal and/or state listed species. 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 California Fish and Game Code can be expected to nest in a wide range of habitats including previously disturbed ruderal areas (e.g., medians and road shoulders) and within areas of maintained ornamental vegetation (i.e., 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 NCBP does not include specific project-level details of construction activity. A precise, project-level analysis of the specific impacts to biological resources that may result from any individual proposed project is beyond the scope of a programmatic analysis. The following impact analyses provide an accounting of the existing biological conditions known to exist within the County, and based on those existing conditions, has assessed direct and indirect impacts that could result from the development of the individual bicycle improvements listed in the NCBP (see Table A-1 in Appendix A). Although the NCBP is a planning document and thus would not in itself cause physical environmental changes, adoption of the NCBP would facilitate physical impacts resulting from the development of listed bicycle projects.

Many of the proposed bicycle facilities listed in the NCBP would be located within the limits of existing roads, sidewalks or other previously disturbed areas and would be unlikely to affect sensitive biological resources; however, proposed multi-use paths may require ground disturbance during construction in previously undisturbed areas, and most proposed bike lanes in unincorporated Napa County would require widening existing roadways by about eight to 10 feet, which could directly affect special-status or sensitive biological resources.

a. Would the project 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?

Many of the proposed bicycle 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 those projects are, therefore, unlikely to result in significant impacts to federal or state listed species or other special-status species. However, migratory birds protected under the California Fish and Game Code can be 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.

Proposed multi-use paths and bike lanes that would require widening of roadways in unincorporated Napa County may extend into previously undisturbed areas. These projects would have the potential to temporarily or permanently disturb or remove natural habitat, which could directly impact special-status species. Construction and maintenance activities for individual bicycle projects could result in potentially significant impacts to federal and state listed species under all circumstances, while impacts to non-listed species may be considered significant under CEQA if they result in reduced viability of the survival of a local or regional population. Potentially significant impacts on special-status wildlife species may include:

- Increased mortality caused by higher usage on new or widened roads, bike paths 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 NCBP 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

Therefore, the proposed bicycle facilities listed in the NCBP could result in direct and indirect effects on sensitive biological resources including special-status species, resulting in a potentially significant impact.

Mitigation Measures

Maintaining the consistency of individual bicycle projects with 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 project sponsors incorporate appropriate design measures, including avoidance, if appropriate. 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. To ensure compliance with applicable regulations, however, Mitigation Measures BIO-1 and BIO-2 would be required. 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 bicycle projects shall implement the following mitigation measures for the applicable bicycle improvements identified in Table A-1 in Appendix A.

BIO-1 Biological Resources Screening and Assessment

Prior to final design approval of individual projects involving ground disturbance of natural habitat and/or vegetation trimming and/or removal of vegetation, the project sponsor shall have a qualified biologist conduct a biological analysis of the environmental limits of the project to identify biological constraints and potential impacts to sensitive biological resources from the project, including potential impacts to special-status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities and protected trees. For those projects where ground disturbance would not affect natural habitat (i.e., work is limited to paved, ruderal, or developed areas only), a desktop analysis to identify any biological constraints for the project may be sufficient. This analysis shall include queries of agency databases such as the CNDDB, the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), USFWS Critical Habitat Portal, and USFWS National Wetlands Inventory (NWI) as well as other relevant literature for baseline information on special-status species and other sensitive biological resources occurring at the individual project site and in the immediate surrounding area. The qualified biologist shall determine, based on the nature of construction activities, if a field reconnaissance is necessary for such projects to completely assess biological constraints.

If the biologist identifies protected biological resources within the limits of and/or potentially adversely affected by the project, the project sponsor 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 project sponsor shall have the qualified biologist identify the specific impacts to special-status species, develop project-specific avoidance and mitigation procedures to be followed to reduce biological impacts to a less-than-significant level, identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, National Marine Fisheries Services [NMFS], California Department of Fish and Wildlife [CDFW], U.S. Army Corps of Engineers) 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, the project sponsor shall incorporate one or more of the following construction Best Management Practices (BMPs) as recommended by a qualified biologist 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 protect special-status special that may be affected by construction of the proposed bicycle projects, reducing potential impacts to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project 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?

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 NCBP encompasses a portion of Napa Valley that has the potential to support seven natural communities of special concern: Coastal and Valley Freshwater Marsh, Coastal Brackish Marsh, Northern Coastal Salt Marsh, Northern Interior Cypress Forest, Northern Vernal Pool, Serpentine Bunchgrass, and Wildflower Field. These community types are spread throughout the County, with the majority of them in the northern and southern most reaches of the County boundary in the Knoxville Wildlife Area and the Napa-Sonoma Marshes Wildlife Area. Proposed bicycle facilities listed in the NCBP that would require ground disturbance or widening of existing roads and rights-of-ways are not planned in or near areas containing natural communities of special concern; therefore, it is anticipated that implementation of the NCBP would not adversely affect 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 bicycle projects, especially new riparian multi-use trails. Riparian habitat associated with Waters of the State or Waters of the U.S. falls under the jurisdiction of 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 or 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, implementation of the NCBP would have a potentially significant impact on riparian habitat.

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 project sponsor 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 U.S. Army Corps of Engineers for verification.

BIO-4 Riparian or Other Sensitive Natural Communities

If riparian or other sensitive natural communities are found within the project limits, the project sponsor shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the project sponsor shall minimize the loss of riparian vegetation by trimming rather than removal where feasible. Trimming riparian vegetation may require a CDFW Lake or Streambed Alteration Agreement.

Prior to construction, the project sponsor 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 bicycle 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 project sponsor 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 two acres restored, created, and/or preserved for every one acre disturbed. Compensation may comprise on-site restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The project sponsor 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.

By delineating, avoiding, and/or compensating for the loss of sensitive habitats, implementation of Mitigation Measures BIO-3 through BIO-5 would reduce the impact on sensitive habitats to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Individual bicycle projects listed in the NCBP may be located in or adjacent to the Napa River and several creeks and drainages. Implementation of 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 proposed multi-use paths and bike lanes that may require roadway widening are planned near wetland features. The construction of such projects could affect 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 projects that could directly impact U.S. Army Corps of Engineers, CDFW, or RWQCB jurisdictional areas. If it is determined that a bicycle project would impact such resources, the appropriate permits under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the FGC would be required. Therefore, construction of bicycle projects listed in the NCBP would have a potentially significant impact on riparian and aquatic resources.

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 on wetlands to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project 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?

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 NCBP is not anticipated to affect wildlife movement in areas of paved and disturbed right-of-ways. However, certain multi-use paths listed in the NCBP would bisect riparian corridors. Adverse effects on the movement of terrestrial species would be temporary and

limited to specific activities including: installation of temporary fencing, night lighting, construction noise, construction of multi-use paths, and the presence of construction personnel during working hours. Most potential impacts to wildlife movement are expected to be temporary; however, new multi-use paths could establish new barriers to wildlife movement. The NCBP would have a potentially significant impact on wildlife movement corridors.

Mitigation Measures

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

BIO-6 Wildlife Movement Design Measures

Prior to design approval of individual projects that contain wildlife movement habitat, the project sponsor shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife to move through any project area and allow breeding both during construction activities and post-construction. Design measures shall be developed on a project-by-project basis and reviewed by a qualified biologist and appropriate regulatory agencies (i.e., USFWS, NMFS, CDFW) to ensure their efficacy. 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 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 Mitigation Measure BIO-6 where wildlife movement may be impaired by the construction of multi-use paths listed in the NCBP would reduce the impact to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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 ordinances also provide specific guidance for the protection of aquatic/riparian resources as well as tree trimming and removal guidelines. Plan implementation would be consistent with applicable County 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 proposed bicycle facilities involving tree trimming or removal would require permits from

each individual city jurisdiction. Tree trimming and the removal of some streetscape trees may be required for some of the individual projects that involve street modifications.

Municipal codes for the cities of Calistoga, St. Helena, Napa, and American Canyon, and for the town of Yountville, 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 California Fish and Game Code. For any proposed bicycle facility 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 bicycle projects listed in the NCBP 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.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

A habitat conservation plan for northern spotted owl encompasses lands off Spring Mountain Road in St. Helena. The proposed bicycle facilities in this area would be limited to on-street facilities within existing rights-of-way. None of the proposed bicycle projects under the NCBP would conflict with any adopted habitat conservation plan or natural community conservation plan, or other approved local, regional, or state habitat conservation plans in Napa County. Therefore, the NCBP would not conflict with any such plans, and no impact would occur.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Based on a review of known historical resources listed by the Napa County Historical Society, the proposed bicycle projects listed in the NCBP would not directly affect any such resources in Napa County (Napa County Historical Society 2015). Individual projects adjacent to historic properties may involve construction within public rights-of-way on roadways and would not directly affect any historic structures. The proposed bicycle facilities on existing roadways would result in minor changes to the setting of historic resources. Furthermore, the projects would improve multi-modal access to historic structures, increasing public access to and appreciation of these resources. The NCBP would not cause a substantial adverse change in the significance of historical resources. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b, c. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

Would the project disturb any human remains, including those interred outside of formal cemeteries?

Proposed bicycle facilities listed in the NCBP that would require ground disturbance for grading 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, some projects, particularly planned multi-use paths, have the potential to affect unanticipated cultural resources. Disturbance of such resources during construction could expose cultural resources to potential vandalism, displace them from their original context, or impair their integrity. Impacts to archaeological resources and human remains would be potentially significant.

Mitigation Measures

In order to protect potential archeological resources during the construction of planned bicycle projects, 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 bicycle project listed in the NCBP that involves earth disturbance below the existing road base or on previously undisturbed ground, or the installation of pole signage, lighting, or other above-ground structures, 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 Office of Historic Preservation. 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 a proposed bicycle facility requires the presence of an archaeological monitor, the project sponsor shall ensure that a certified archaeologist, as applicable, monitors the grading and/or other initial ground-altering activities. If cultural resource remains are encountered during construction or land modification, the construction manager shall ensure that all ground disturbance activities are stopped, and the qualified archaeologist shall assess the nature, extent, and potential significance of any cultural remains. 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 National Register of Historic Places guidelines (Phase III studies)
- Relocating structures per National Register of Historic Places 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 bicycle project listed in the NCBP, 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, which will determine and notify a Most Likely Descendant. The Most Likely Descendant 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.

Implementation of Mitigation Measures CR-1 through CR-5 would protect potential archaeological resources and human remains that may be encountered during the construction of bicycle projects listed in the NCBP, reducing impacts to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction of proposed bicycle facilities would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. The scope of construction activity that requires energy use would be limited because many bicycle facilities would simply require restriping of existing paved rights-of-way, while others would add narrow linear strips of pavement to widen existing roadways or construct new multi-use paths. Therefore, the project would not result in wasteful or inefficient use of energy during construction.

After construction, proposed bicycle facilities would provide a safe and better connected bicycle system in the County, facilitating an increase the number of bicyclists and a decrease in the number of motor vehicle trips. Decreasing the number of personal vehicles on roadways would reduce overall energy consumption in the County, mainly from fuel consumption. Proposed bicycle facilities may include bicycle-scale lighting for pathways at night that would require energy use. However, energy for lighting would be minimal and offset by the reduced used of fossil fuels for vehicle transport. Therefore, the NCBP would have a less than significant impact from wasteful, inefficient, or unnecessary consumption of energy resources.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Except for the City of American Canyon, neither Napa County nor any of the incorporated cities and towns has adopted energy efficiency plans. However, the NCBP would plan for bicycle facilities throughout Napa County promoting active transportation and improving bicycle access for residents and visitors. Because the NCBP would increase bicycle opportunities in the County it would result in an overall trip reduction and improvement of energy efficiency. In addition, as described in Section

3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the project would be consistent with the 2017 Clean Air Plan. Therefore, the project would not conflict with any state or local plans for energy efficiency, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	■	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	■	☐	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	■	☐	☐
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?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

a.1. Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving 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?

The proposed bicycle facilities listed in the NCBP 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 SAF-1 of the Napa County General Plan several faults occur in Napa County, including four faults of concern: Jericho Valley, Knoxville (Hunting Creek Fault Zone), Mount George, and Cutting Wharf (Green Valley Fault Zone).[2] Individual projects listed in the NCBP would involve construction of bike lanes, routes, and boulevards on existing roadways and separated multi-use paths and bikeways. Fault rupture may result in breakage or cracks in the proposed bicycle facilities but would not cause a potentially adverse risk to trail users. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Strong groundshaking at any of the proposed bicycle facilities 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 2007). Such strong ground shaking motion could damage proposed bicycle facilities listed in the NCBP. However, potential damage would consist of breakage or cracks of proposed facilities. No bridges or crossings are proposed in the list of proposed bicycle improvement project as shown in Appendix A. The NCBP would not expose people or structures to substantial adverse effects of seismic ground shaking. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

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 (ABAG 2018a). Liquefaction potential is highest in areas underlain by poorly engineered Bay fills, Bay mud, and unconsolidated alluvium. Proposed surface bicycle facilities listed in the NCBP would not include structures that could expose people or structure to potential adverse effects from seismic-related ground failure, including liquefaction. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

[2] 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.

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

In areas underlain by consolidated bedrock, seismic hazards include small rock falls and possibly landslides that could harm bicyclists and damage the improvements listed in the NCBP. Proposed bike lanes and boulevards would be constructed on existing roadways with landslide controls already in place. Proposed multi-use paths may in undisturbed areas may place people in areas of a high landslide risk as identified in the ABAG landslide distribution map, such as the proposed Berryessa Knoxville Road bike route (ABAG 2018b). Therefore, the impact from exposure to landslides would be potentially significant.

Mitigation Measures

Mitigation Measure G-1 would be required to minimize risks to public safety from landslides.

G-1 Slope Stabilization

If a bicycle project is located in areas of bedded or jointed bedrock with a high landslide risk, the project sponsor shall ensure that the project is designed and constructed to the latest geotechnical standards to minimize the landslide risk. In most cases, this will necessitate a site-specific slope stabilization study conducted by a qualified geotechnical expert. The project sponsor shall implement stabilization methods recommended in the site-specific studies for individual projects.

Implementation of Mitigation Measure G-1 would minimize risks to public safety at new bicycle facilities in landslide-prone areas, by stabilizing slopes as necessary, resulting in a less than significant impact.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project result in substantial soil erosion or the loss of topsoil?

The bicycle facilities listed in the NCBP that would be constructed within existing paved right-of-ways are unlikely to cause substantial soil erosion or loss of topsoil. However, proposed multi-use paths and bike lanes that require roadway widening may involve hillside cut and fill that results in 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. If any proposed bicycle facility would involve disturbance of an area over one acre in size, it would be required to comply with NPDES Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. The individual project sponsor would also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), a sediment and erosion control plan that describes the activities to prevent stormwater contamination, control sedimentation and erosion, and comply with the requirements of the statewide permit. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

The proposed bicycle facilities that would be constructed within existing paved right-of-ways would not result in landslides, lateral spreading, subsidence liquefaction of collapse because they would

occur on already developed land. Proposed bicycle facilities that would occur on undeveloped parcels would adhere, as applicable, to Mitigation Measure G-1 to stabilize slopes and Mitigation Measure G-2 (below) to minimize the risk of expansive soils. Therefore, the NCBP would not result in unstable geologic units or soils and impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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. Proposed bike lanes, boulevards, and separated bike paths that would be constructed within existing paved rights-of-way are unlikely to experience substantial shrink-swell from soil movement. However, site-specific geotechnical investigations would be required for multi-use paths and separated bike lane projects that would occur on previously undisturbed soil. The impact of expansive soils would be potentially significant.

Mitigation Measures

Mitigation Measure G-2 would be required to reduce potential hazards from expansive soils.

G-2 Expansive Soils

If a bicycle facility project listed in the NCBP 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.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. Would the project 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?

None of the bicycle projects listed in the proposed Plan would involve the construction of septic tanks or alternative waste water disposal systems. No impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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.

Paleontological Resource Potential

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. While these standards were written specifically to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines, which are given here verbatim:

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.

Existing Conditions

The Napa Valley is situated in the southern Coast Ranges, one of 11 major geomorphic provinces in California (California Geological Survey 2002). A geomorphic province is a region of unique topography and geology that is distinguished from other regions based on its landforms and geologic history. During the Cenozoic era, the area of the present-day Coast Ranges was covered by seawater and a thick deposit of marine to nonmarine shale, sandstone, and conglomerate accumulated on the Franciscan basement rock (Barron 1989; Bartow and Nilsen 1990; Graymer et al. 1996). Later, during the late Miocene to Pliocene eras, a mountain-building episode occurred in the vicinity of the present-day Coast Ranges, resulting in their uplift above sea level. Subsequently, from the late Pliocene to Pleistocene eras, extensive deposits of terrestrial alluvial fan and fluvial sediments were deposited in the Coast Ranges (Norris and Webb 1990). Most of the proposed bicycle projects are located in the Napa Valley, 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).

Paleontological Impact Analysis

Only multi-use paths and bike lanes proposed in the NCBP could require excavation in previously undisturbed areas. All proposed multi-use paths and bike lanes are underlain by mapped units of artificial fill and Holocene to Late Pleistocene-era alluvial sediments consisting of various compositions of gravel, sand, and silt (Bezore et al. 2002; Bezore et al.2005; Clahan et al. 2004; Clahan et al. 2005; Delattre and Gutierrez 2013; Graymer et al. 2007). Proposed bike routes would be located within the limits of existing roads, sidewalks and trails or other previously disturbed areas and would cause little or no disturbance to previously undisturbed geologic units and therefore, would have no impacts to paleontological resources.

Artificial fill consists of recently compacted fill related to prior development and as such, has no paleontological resource potential. As well, intact Holocene alluvial deposits underlying the Plan area are considered too young to preserve paleontological resources (SVP 2010). Throughout the Napa Valley, Holocene sediments may grade into older deposits of Late Pleistocene age that could preserve fossil remains at depths approximately 5 feet below ground surface (Graymer et al. 2007). Pleistocene alluvial sediments have a well-documented record of abundant and diverse vertebrate fauna throughout California. Localities have produced fossil specimens of *Mammuthus columbi* (mammoth), *Equus* (horse), *Camelops* (camel), *Bison*, birds, rodents, and reptiles (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). Rincon Consultants reviewed fossil collections records from the University of California Museum of Paleontology (UCMP) online database, which contains known fossil localities in Napa County (2019). Despite the lack of recorded vertebrate fossils from Pleistocene deposits in Napa County, these older Quaternary sediments are still considered to have high paleontological sensitivity wherever they occur (UCMP 2019, SVP 2010).

Proposed bicycle projects that would require ground disturbance for grading could disturb paleontological resources. Although most projects would occur in highly disturbed urban areas where excavations are unlikely to encounter intact geologic sediments, proposed multi-use paths in unincorporated Napa County particularly have the potential to impact intact geologic units that have the potential to yield paleontological resources.

Overall, ground disturbance associated with construction of the proposed bike projects has a low potential to directly disturb geologic units with high paleontological sensitivity at shallow depths (i.e., less than or equal to 5 feet below ground surface. Nonetheless, development actions involving ground disturbance that would exceed 5 feet below ground surface in areas mapped as Holocene sediments at the surface may disturb geologic units with potentially high paleontological sensitivity at the subsurface. In addition, ground disturbance to intact geologic units within areas mapped as Pleistocene deposits at the surface have the potential to impact paleontological resources. Implementation of Mitigation Measure G-3 would reduce impacts to paleontological resources to a less-than-significant level by requiring paleontological resource studies for projects in high sensitivity geological units within the Plan area and further requirements to avoid or reduce impacts to such resources on a project-by-project basis.

Mitigation Measures

G-3 Paleontological Resources Studies

The following Implementation Program shall be added to the Napa Countywide Bicycle Plan:

The Napa Valley Transportation Authority shall require the following specific measures for individual bicycle projects that could disturb geologic units with high paleontological sensitivity:

1. **Retain a Qualified Paleontologist.** Prior to any excavations, a qualified paleontologist shall be retained to review all project plans where ground disturbance is expected to exceed five feet below ground surface, as well as areas mapped as Pleistocene deposits at the surface, to determine if paleontologically sensitive units could be impacted. A qualified professional paleontologist is defined by the SVP standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010). 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 a paleontologically sensitive unit could be impacted, then the subsequent mitigation measures provided here shall be followed as a minimum standard.

    a. The qualified professional paleontologist shall direct all mitigation measures related to paleontological resources and design a Paleontological Resources Mitigation and Monitoring Program (PRMMP) for the project, which outlines the procedures and protocol for conducting paleontological monitoring and mitigation. Monitoring shall be conducted by a qualified paleontological monitor who meets the minimum qualifications per standards set forth by the SVP. The PRMMP 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.

2. **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the qualified paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall attend.

3. **Paleontological Monitoring.** Paleontological monitoring should be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) in previously undisturbed sediments with high paleontological sensitivities including Pleistocene alluvial deposits and Holocene deposits (not including artificial fill) when excavations exceed 5 ft below ground surface.

   a. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a paleontological resources monitor. The duration and timing of the monitoring will be determined by the qualified paleontologist and the location and extent of proposed ground disturbance. If the qualified paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely.

   b. **Fossil Discoveries.** In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

   c. **Salvage of Fossils.** If fossils are discovered, all work in the immediate vicinity should be halted to allow the paleontological monitor, and/or lead paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the qualified paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the project. 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 should 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. If fossils are discovered, the qualified paleontologist (or paleontological monitor) shall recover them as specified in the project's PRMMP.

4. **Preparation and Curation of Recovered Fossils**. Once salvaged, significant fossils should 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 UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.
5. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should 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. The report shall be submitted to the Napa Valley Transportation Authority. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

With implementation of Mitigation Measure G-3 to protect paleontological resources, the NCBP would have a less than significant impact on such resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	☐	☐	■	☐

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB 32), the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed Senate Bill (SB) 32 into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 extends AB 32, directing the California Air Resources Board (ARB) to ensure that GHGs are reduced to 40 percent below the 1990 level by 2030.

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO2e by 2030 and two MT CO2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the State.

a, b. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The vast majority of individual projects, in themselves, do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

Construction activities associated with the proposed bicycle projects would generate temporary short-term GHG emissions, primarily due to truck trips and operating construction equipment. During construction, the use of grading equipment and soil hauling during site preparation and grading typically emit the greatest amount of GHG emissions. The precise construction timing and construction equipment for individual projects is not specifically known at this time. At this programmatic level of analysis, construction-related emissions are speculative; such emissions depend on the characteristics of individual bicycle projects.

BAAQMD's *CEQA Air Quality Guidelines* (2017) have no thresholds for determining plan-level impacts from construction emissions. When individual projects listed in the Plan are proposed in the future, the lead agency for environmental review would be required to evaluate them based on an appropriate threshold for construction-related emissions, such as the threshold of 1,100 metric tons CO_2e/year used by Napa County.

Any short-term construction impacts would be offset by the long-term reduction of GHG emissions after the implementation of bicycle improvements, by facilitating biking as a substitute mode of travel for driving motorized vehicles. Per plan-level guidance from the BAAQMD's *CEQA Air Quality Guidelines,* long-term operational emissions associated with project implementation are discussed qualitatively by comparing the project to an applicable reduction plan. The proposed Plan would provide a more connected bicycle network by constructing new bikeways. Improving the existing bicycle network would reduce GHG emissions by supporting bicycling instead of motor vehicle use. Because the Napa Bike Plan would result in less private vehicle use, it would reduce vehicle emissions and contribute to protecting the climate. Therefore, as discussed in Section 4, *Air Quali*ty, the Napa Bike Plan would be consistent with the primary goals of the 2017 Clean Air Plan.

The 2017 Clean Air Plan contains 85 control strategies aimed at reducing air pollution and protecting the climate in the Bay Area. Applicable control measures to the Plan are measures TR2 (Trip Reduction Programs) and TR9 (Bicycle and Pedestrian Access Facilities). Control Measure TR2 encourages trip reduction policies and programs in local plans and Control Measure TR9 encourages planning for bicycle and pedestrian facilities in local plans.

TR2: Trip Reduction Programs

Implement the regional Commuter Benefits Program (Rule 14-1) that requires employers with 50 or more Bay Area employees to provide commuter benefits. Encourage trip reduction policies and programs in local plans (e.g., general and specific plans), while providing grants to support trip reduction efforts. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to adopt transit benefits ordinances in order to reduce transit costs to employees, and to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips. Fund various employer-based trip reduction programs.

TR9: Bicycle and Pedestrian Access and Facilities

Encourage planning for bicycle and pedestrian facilities in local plans (e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities).

The NCBP, by planning for bicycle facilities and facilitating a reduction in vehicle trips, would be consistent with Control Measures TR2 and TR9. Project implementation would not preclude any planned transit or bicycle pathways, and would not otherwise disrupt regional planning efforts to reduce VMT and meet federal and State air quality standards. Therefore, the NCBP would not hinder implementation of any 2017 Plan control measures.

Although the proposed multi-use paths could include lighting that generates GHG emissions from electricity use, these operational emissions would be more than offset by reductions in motor vehicle emissions. Therefore, the Napa Bike Plan would have a less than significant impact on the environment from construction-period and operational GHG emissions, and would not conflict with applicable plans to reduce GHG emissions.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that 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?	☐	■	☐	☐
e. For a project located in 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

a, b. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Would the project 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?

None of the proposed bicycle facilities would involve the transport, use, or disposal of hazardous materials other than the routine use of chemicals during construction (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 bicycle facilities 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 travel lanes for motor vehicles. However, this is not a reasonably foreseeable risk to bicyclists. These impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As shown in Figure 2 through Figure 14 proposed bicycle facilities in the NCBP would include routes to schools and other projects located within one-quarter mile of schools. Ground disturbance for new bicycle facilities near schools could expose students and staff to emissions of fugitive dust. However, construction would occur in linear pathways, which would reduce the amount of construction time near schools as construction proceeds along the proposed alignment. Therefore, construction with one-quarter mile of schools would be short-term and result in minimal fugitive dust emissions. In addition, the projects 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, the potential impact to schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site 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?

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), there are more than 50 Leaking Underground Storage Tank (LUST) sites in various locations within Napa County (DTSC 2019, SWRCB 2019). Many of these sites are at gas stations or agricultural/industrial/energy facilities that would not be affected by the placement of surface improvements. Bicycle facilities 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 bicycle 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 bicycle facility project 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.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

Some proposed bicycle facilities are located within safety zones identified in the Airport Land Use Compatibility Plans of the Napa County Airport near the cities of Napa and Calistoga 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 bicycle facilities, 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. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed bicycle facilities 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

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As detailed in Section 20, *Wildfire*, the risk of wildland fires is high throughout much of rural Napa County, and large fires occurred in the County in 2017 and 2018. The creation of new bicycle routes could place users in areas prone to wildland fires, especially in Angwin and the western portion of the County. However, proposed bike lanes, routes, and boulevards would be on existing roadways and proposed multi-use paths and separated bikeways would be located in urbanized areas that are not prone to high fire risk. Proposed bikeways on existing roadways 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 2019). The continuation of this program would reduce fire hazards to a less-than-significant level.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) 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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Proposed bicycle facilities that would be constructed within an existing paved right-of-way, such as bike lanes and boulevards, are unlikely to violate any water quality standards or degrade ground water quality because they would not result in additional runoff or pollutants. However, ground disturbance outside existing paved rights-of-way, especially grading and vegetation removal for separated bikeways and bikeways in Napa County where roads need to be widened to accommodate bike lanes, may generate more substantial erosion and sedimentation in waterways. In addition, converting pervious surfaces into paved bicycle facilities could increase the amount of runoff from urban areas and thus decrease water quality.

Napa County and its incorporated cities, as municipal permittees under the National Pollutant Discharge Elimination System (NPDES) Permit and General Permit (Order Number 2013-001), are required to implement a Storm Water Management Plan that describes Best Management Practices (BMPs), measureable goals, timetables for implementation, and to implement the current Phase II Municipal Separate Storm Sewer System (MS4) permit requirements. Under the MS4 Permit, Napa County and its co-permittees must require construction projects to implement BMPs where feasible to capture and treat stormwater prior to discharge to stormwater facilities. Such BMPs include, where appropriate, Low Impact Development techniques to be implemented at New Development and Significant Redevelopment project sites. These techniques include integrated and distributed infiltration, retention, detention, evapotranspiration, filtration, and treatment systems. If any proposed bicycle project would create 10,000 square feet or more of impervious surface, it would constitute “New Development” under the MS4 Permit and would be required to implement BMPs.

In addition, if any proposed bicycle facility would involve disturbance of an area over one acre in size, it would be required to comply with NPDES Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. The individual project applicant would also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), a sediment and erosion control plan that describes the activities to prevent stormwater contamination, control sedimentation and erosion, and comply with the requirements of the statewide permit.

Compliance with existing regulatory requirements would ensure that the proposed bicycle facilities would not violate water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Proposed bicycle improvement projects that would be constructed within existing paved rights-of-way, such as bike lanes, routes, and boulevards, would not result in new impermeable surfaces and thus would not degrade groundwater supplies. However, proposed bicycle facilities constructed outside existing paved rights-of-way, such as multi-use paths, and bike lanes in unincorporated Napa County where roads need to be extended to account for bicycle facilities, would increase the volume of impermeable surfaces. Consequently, the proposed facilities may incrementally reduce groundwater recharge and increase the amount of surface runoff. However, as per the NPDES

Construction General Permit, the projects would be required to implement BMPs to maintain or replicate the pre-development hydrologic regime. Implementation of required BMPs would minimize impacts related to groundwater recharge. Impacts related to groundwater recharge would be less than significant.

Napa County is under the jurisdiction of RWQCB Region 2 (San Francisco Region). The San Francisco RWQCB provides permits for projects that may affect surface waters and groundwater locally, and is responsible for preparing the Water Quality Control Plan for the region (Basin Plan). The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. The State has developed total maximum daily loads (TMDLs), which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established by the region. As discussed under threshold item a, bicycle projects listed in the NCBP would be required to comply with the California State Construction General Permit (Order Number 2013-001), which would minimize and avoid water quality impacts associated with soil erosion and stormwater runoff from project sites. Implementation of proposed bicycle facilities would not violate water quality objectives for beneficial uses in the vicinity of the project site or exceed TMDLs. Impacts related to conflicts with the water quality control plan would be less than significant.

Napa County overlies the Napa-Sonoma Groundwater Basin. In September 2014, the California Legislature enacted comprehensive legislation aimed at strengthening local control and management of groundwater basins throughout the state. Known as the Sustainable Groundwater Management Act (SGMA), the legislation provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for state intervention when necessary to protect the resource. The Napa Valley Subbasin is the only basin in Napa County with a medium priority ranking by the Department of Water Resources (DWR) that is subject to SGMA at this time. The County prepared an Alternative Groundwater Sustainability Plan/Basin Analysis Report for the Subbasin. The Napa Valley Groundwater Sustainability – Basin Analysis Report for the Napa Valley Subbasin provides an extensive analysis of the basin and demonstrates it has operated within its sustainable yield and is being managed consistent with SGMA and DWR regulations (Napa County 2019). Projects in the NCBP would not require water supplies or an expanded use of groundwater supplies. No impact on sustainable groundwater management would occur.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

Proposed bicycle facilities that would be constructed within existing paved rights-of-way, such as bike lanes, routes, and boulevards, would not alter existing drainage patterns. However, proposed

facilities located outside of existing paved rights-of-way, such as multi-use paths, and bike lanes in unincorporated Napa County where roads would need widening to accommodate bicycle facilities, could alter existing drainage patterns by introducing new impervious surfaces. No bridges or stream and river crossings are proposed in the NCBP. Proposed bikeways would cross streams and rivers using existing infrastructure. In addition, proposed bicycle facilities would comply with erosion control systems and construction BMPs per the County's MS4 General Permit. BMPs may include directing runoff to permeable areas, maximizing stormwater storage for reuse, and incorporating porous materials into the project design. Compliance with these requirements would ensure that stormwater would be captured and retained on-site, and would minimize the risks of erosion, flooding, or excess stormwater in the local stormwater drainage system. Potential impacts related to drainage patterns would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows?

d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As discussed above, proposed bicycle facilities constructed outside of existing paved rights-of-way would result in the addition of new impervious surfaces. However, proposed bicycle facilities would not include any new structures such as bridge abutments that could impede or redirect flood flows. Therefore, implementation of the NCBP would not impede or redirect flood flows.

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 (ABAG 2018c). However, 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. Proposed bicycle facilities are not located near a large standing body of water that may be subject to a seiche, or standing wave. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

a. Would the project physically divide an established community?

The purpose of the proposed projects listed in the NCBP is to increase connectivity within and between communities by improving bicycle access. Therefore, the NCBP would not divide an established community, but rather enhance its connectivity. No impact would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The NCBP was developed in coordination with applicable land use plans for jurisdiction in Napa 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 would also be consistent with the resilience objectives in ABAG's Plan Bay Area (2040): to enhance climate protection and adaptation efforts, strengthen open space protections, create healthy and safe communities, and protect communities against natural hazards. The NCBP would provide additional opportunities for biking throughout the County, which would increase climate protection and encourage bicycling riding resulting in a healthy community.

As discussed in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, the NBPP would facilitate a reduction in long-term air quality GHG emissions by encouraging people to substitute bicycling and walking for driving motor vehicles. The Plan would also further public health goals of increasing physical activity through bicycling. In addition, the projects listed in the NCBP were planned in coordination with local jurisdictions and would be consistent with their adopted circulation elements. Therefore, the NCBP would be consistent with applicable local and regional plans and policies.

NO IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■
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?	☐	☐	☐	■

a, b. Would the project 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?

Would the project 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?

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 2005; Napa Quarry 2017). The size and location of the proposed bicycle projects would preclude them from having an impact on the recovery of future resources at these mining sites. There would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	■	☐

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called "A-weighting" is used to filter noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the "A-weighted" levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A-weighted, and "dBA" is understood to identify the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change is a 100-fold difference, 30 dB is a 1,000-fold increase, etc. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dBA or in terms of acoustical energy. Two equivalent noise sources combined do not sound twice as loud as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease; that a change of 5 dBA is readily perceptible; and that an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptor used for this analysis is the equivalent noise level (L_{eq}). The L_{eq} is the level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. For example, $L_{eq(1h)}$ is the equivalent noise level over a 1-hour period.

Propagation

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dBA for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. Over some time interval, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dBA for each doubling of distance.

Vibration

Vibration levels are usually expressed as single-number measure of vibration magnitude, in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. . . The human body responds to an average vibration amplitude (Federal Transit Administration [FTA] 2018). Because vibration waves are oscillatory, the net average of a vibration signal is zero. Thus, the root mean square (rms) amplitude is used to describe the "smoothed" vibration amplitude (FTA 2018). The rms of a signal is the square root of the average of the squared amplitude of the signal, usually measured in inches per second. The average is typically calculated over a 1-second period. Decibel notation is used to compress the range of numbers required to describe vibration. The abbreviation VdB is used in this analysis for vibration decibels to reduce the potential for confusion with sound decibels.

a. Would the project result generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

Construction of the proposed bicycle facilities would generate elevated noise levels on a temporary basis in the immediate vicinity of project sites. As shown in Table 2, average noise levels associated with using heavy equipment at construction sites can range from approximately 76 to 88 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 grading, which involve using such equipment as backhoes, bulldozers, shovels, and front-end loaders.

Table 2 Typical Construction Noise Levels

Equipment	25 feet from Source (dBA L_{eq})	50 feet from Source (dBA L_{eq})	100 feet from Source (dBA L_{eq})	200 feet from Source (dBA L_{eq})	500 feet from Source (dBA L_{eq})
Air Compressor	86	80	74	68	60
Backhoe	86	80	74	68	60
Concrete Mixer	91	85	79	73	65
Grader	91	85	79	73	65
Jack Hammer	94	88	82	76	68
Paver	91	85	79	73	65
Roller	91	85	79	73	65
Saw	82	76	70	64	56
Scraper	91	85	79	73	65
Truck	90	84	78	72	64

Note: pile drivers will not be used for bicycle facility projects.

Source: Noise level at 50 feet from Federal Transit Administration, 2018. Noise levels at 25 feet, 100 feet, 200 feet, and 500 feet were extrapolated using a 6 dBA attenuation rate per doubling of distance. 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.

Noise levels from point sources such at construction sites typically attenuate at a rate of 6 dBA per doubling of distance. Therefore, only areas within approximately 500 feet of construction sites would be expected to be exposed to noise levels of at least 65 dBA, which could disturb sensitive receptors such as residences. Each local jurisdiction has authority over individual projects and has adopted noise control regulations that control construction noise levels, including allowable hours of construction activity during the week. However, construction noise may still adversely affect sensitive receptors and would be potentially significant.

Mitigation Measures

Local noise ordinance requirements would apply to construction activity associated with the proposed bicycle facility projects. In addition, the following mitigation measures are required to reduce the exposure of sensitive receptors to construction noise:

N-1 Noise Reduction Measures Near Residences

Sponsors of bicycle projects shall ensure that, where residences or other noise-sensitive uses are located within 500 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 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

Project sponsors shall locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors shall be adequately muffled.

With implementation of local noise control requirements and proposed mitigation, temporary construction noise would have a less than significant impact.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Operational Noise

Operation of proposed bicycle facility 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 bicyclist trips on proposed bicycle facilities listed in the NCBP also would incrementally reduce traffic noise. Therefore, the impact from permanent increases in noise would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

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 (FTA 2018). 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 3, the highest impact caused by equipment such as vibratory rollers would generate vibration levels up to 85 VdB at 50 feet.[3] Similar to construction noise, vibration levels would be variable depending on the type of construction project and related equipment use. In general, the construction of bicycle facilities projects would be unlikely to generate substantial vibration. Expected activities that would

[3] Construction of proposed bicycle facilities would not use pile drivers.

generate vibration include jackhammering to demolish existing pavement, bulldozers for earthmoving, trucks loaded with construction materials, and vibratory rollers to even out the surface of new asphalt.

Table 3 Vibration Levels for Construction Equipment

	Approximate VdB		
Equipment	**25 Feet**	**50 Feet**	**100 Feet**
Vibratory Roller	94	85	76
Hoe Ram	87	78	69
Large Bulldozer	87	78	69
Loaded Trucks	86	77	68
Jackhammer	79	70	61

Source: FTA 2018

Through the use of scheduling controls, typical construction activities would be restricted to daytime hours with the least potential to affect nearby properties. Furthermore, according to Table 3, 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 would be minimal and would not result in human annoyance or structural damage.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or 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?

Some proposed bicycle 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 bicycle facilities in these areas would only be exposed to temporary and intermittent operational noise generated from the airports as they move along the proposed bikeways. Therefore, airport-related noise impacts would be less than significant

LESS THAN SIGNIFICANT IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned 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)?

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Implementation of the NCBP 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, but rather would serve existing populations. While these local improvements would make the area more attractive to tourists, this would not be a substantial growth-inducing effect in Napa County. Proposed bike lanes and boulevards also would be located within existing road corridors and would not require the extension of roads. In addition, because the proposed bicycle facilities would be located in existing roadway corridors or open space areas, they would not require displacement of housing or people. No impact related to population and housing would occur.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
1 Fire protection?	☐	☐	■	☐
2 Police protection?	☐	☐	■	☐
3 Schools?	☐	☐	☐	■
4 Parks?	☐	☐	☐	■
5 Other public facilities?	☐	☐	☐	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection 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?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Proposed multi-use paths listed in the NCBP that would be located outside existing rights-of-way would provide public access to areas that are not currently accessible and could require expanded police and fire protection service in these corridors. However, trail facilities would also increase access for police and fire providers into areas with poor existing access. In addition, proposed bicycle facilities would be located in urban areas and along rural roads that are already served by police and fire protection. The proposed bicycle projects would not involve residential, commercial, or other development that could substantially increase demand for police or fire protection services

in Napa County. Therefore, the NCBP would have a less than significant impact related to these public services.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The NCBP plans for bicycle improvements and would not facilitate construction of residences or places of employment that would increase the population of school-age children in Napa County. Because the NCBP would not increase demand for school facilities, no impact would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The NCBP would not facilitate construction of residences or places of employment that would increase the service population for park facilities in Napa County. However, it would improve public access to existing parks. Projects listed in the NCBP would complete bicycle connections to Main Street Park in American Canyon, Yountville Park, and provide access to and through Robert Lewis Stevenson State Park in Napa County, among other local and State parks. Therefore, the NCBP would not have an adverse environmental impact from the construction of parks.

NO IMPACT

a.5. 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 other public facilities?

As discussed above, the NCBP would not facilitate an increase in population in Napa County. Therefore, it would not increase demand for libraries or other governmental facilities.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	■	☐
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?	☐	■	☐	☐

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?

The NCBP would facilitate an increase the use of neighborhood, regional parks, and other recreational facilities because the proposed bicycle improvements would improve access to those facilities. For instance, proposed bike routes would provide access to Robert Lewis Stevenson State Park along SR 29, Moore Creek Park along Conn Valley Road, and Las Posadas State Forest via Las Posadas Road. Bike improvements in urban areas also would provide safer access to local parks, such as to Main Street Park in American Canyon. However, improved access to recreational facilities in Napa County is not anticipated to result in additional public use of these facilities to the extent that would significantly accelerate or cause the physical deterioration, requiring repair or expansion would be required. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

Certain bicycle improvements proposed in the NCBP, particularly multi-use paths, would serve as new recreational facilities. The construction of these recreational facilities could have adverse environmental impacts described elsewhere in this IS-MND, before implementation of mitigation measures. As discussed in Section 4, *Biological Resources*, impacts to special-status species, nesting birds, protected trees, wetlands, and wildlife movement during construction would be potentially significant. Section 5, *Cultural Resources*, notes that impacts to archaeological resources and human remains from ground disturbance could be significant. As discussed in Section 6, *Geology and Soils*, new bicycle paths on undisturbed soil could be subject to unstable conditions, and the construction of new facilities could disturb paleontological resources. Section 8, *Hazards and Hazardous Materials*, also indicates that soil disturbance could expose people to hazardous contaminants. Section 18, *Tribal Cultural Resources*, notes that impacts to Native American resources from ground

disturbance could be significant. Mitigation measures in these respective sections would reduce potential environmental impacts to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	■
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??

The NCBP 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 bicycle access countywide, providing safe, convenient, and enjoyable access to destinations throughout the County, thereby increasing the number of bicycle trips to lay the groundwork for a 10 percent shift in travel mode choice by 2035. The proposed improvements would increase the active transportation options locally, encouraging bicycle use. This would be consistent with a goal in the Countywide Transportation Plan, Vision 2040, to increase by 10 percent mode share from single-occupancy vehicles to transit, walking, and bicycling by 2035. Therefore, the NCBP would further applicable plans to promote multimodal transportation.

In addition, the NCBP would not conflict with policies to maintain adequate circulation for motor vehicles. The projects listed in the NCBP, by their nature, would have little to no impact on the level of service of any roadway within Napa County or the cities within. In addition, the proposed bicycle facilities would take vehicles off area roadways and would reduce overall vehicle miles traveled in Napa County and its cities. While increased bicycle activity on area roadways could incrementally increase travel times for motorized vehicles having to pass bicyclists or wait for them to cross intersections, 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. Overall, it is anticipated that proposed bicycle facilities would provide connectivity

throughout Napa County (NCBP Goal 1) that would increase mode share of bicycling (NCBP Goal 4). Therefore, no adverse impact related to vehicle miles traveled or conflicts with circulation plans, ordinances, or policies would occur.

NO IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

Goal 3 of the NCBP is to improve bicycle safety for all ages and abilities. Policies under this goal include implementing appropriate, well-designed bicycle facilities using accepted design standards, such as intersection and other crossing improvements and working to reduce the number and severity of bicycle conditions. Individual projects listed in the NCBP would reduce existing hazards to children bicycling or walking to and from schools by adding multi-use paths and bike lanes or boulevards near schools. These projects include, but are not limited to, bike lanes on Donaldson Way adjacent to Donaldson Way Elementary School in American Canyon, bike lanes and boulevards on Lake Street near Calistoga Junior-Senior High School, bike lanes on Linda Vista Avenue by West Park Elementary School and Pueblo Vista Magnet School in the city of Napa, and a multi-use path adjacent to Grayson Avenue by St. Helena High School and St. Helena Primary School.

In addition, 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 would require proper emergency access as part of the design and through construction of projects. Adherence to NCBP policies and these required design and construction standards would reduce potential impacts related to design hazards and emergency access to a less-than-significant level.

LESS THAN SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	■	☐	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB

52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?*

In compliance with AB 52, NVTA submitted letters on May 10, 2019, to tribes in Napa County that have requested notification of proposed projects in this geographic area, informing them of the opportunity to ask for consultation on the Plan. As of August 1, 2019, two tribes have responded to NVTA's notification letter. On May 16, 2019, the Middletown Rancheria tribe submitted a letter providing "no specific comments" on the Plan. The tribe also requested a halt to construction and further consultation if any new information or evidence of human habitation be found. On June 14, 2019, the Yocha Dehe Wintun Nation submitted a letter stating that the project location of Napa County is within its aboriginal territories and requesting a consultation meeting with the lead agency. Tribal consultation under AB 52 has not identified specific known tribal cultural resources that could be adversely affected by the construction of proposed bicycle facilities.

Most bicycle projects listed in the NCBP would occur in highly disturbed roadway corridors, where further ground disturbance during construction would be unlikely to adversely affect tribal cultural resources. Nonetheless, it is possible that bicycle projects requiring ground disturbance could adversely affect tribal cultural resources, especially proposed multi-use paths located outside of existing roadway corridors. Therefore, the NCBP would have a potentially significant impact on tribal cultural resources.

Mitigation Measures

The following mitigation measure would reduce potential impacts to tribal cultural resources to a less-than-significant level.

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

In the event that archaeological resources of Native American origin are identified during the construction of individual bicycle projects, all earth-disturbing work near the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. The qualified archaeologist shall consult with the City to conduct appropriate Native American consultation procedures. As part of this process, it may be determined that archaeological monitoring may be required by a Native American monitor. This determination shall be made at the discretion of the construction period archaeological monitor, and in coordination with the project sponsor.

Implementation of Mitigation Measure TCR-1 reduce potential impacts to tribal cultural resources to a less-than-significant level, by ensuring that any tribal cultural resources encountered during project activities are handled in a suitable manner.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. 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?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Proposed bicycle projects that would be constructed within existing paved rights-of-way, such as bike lanes, routes, and boulevards, would be located on existing roadways and would not impact stormwater drainage. However, as discussed in Section 10, *Hydrology and Water Quality*, proposed bicycle facilities that would be constructed outside existing paved rights-of-way, such as multi-use paths and bike lanes in Napa County that may require roadway widening, would increase the volume of impermeable surfaces in the County. Per the NPDES Construction General Permit, such

projects would be required to implement BMPs to maintain or replicate the pre-development hydrologic regime. Implementation of required BMPs would minimize impacts related to stormwater drainage. Proposed bicycle facilities would not require trenching or excavation to the extent that relocation of existing utility infrastructure would be necessary. In addition, new bicycle facilities would exert demand on utilities such as electric power and natural gas, and therefore would not result in the construction of new utility infrastructure. Therefore, the NCBP would have a less than significant impact related to the relocation or construction of utility infrastructure.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

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 2019). 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 bicycle facilities listed in the NCBP, water may be required on a temporary basis to wet down disturbed areas and minimize emissions of fugitive dust. However, water use would be temporary occurring only during construction activities. The operation of proposed multi-use trail segments could generate minimal demand for water used by landscaping or water fountains serving trail users. Therefore, the NCBP would a less than significant impact on water supplies.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

Construction of the proposed bicycle facilities would not include new restrooms or septic systems that could generate additional wastewater. Therefore, the NCBP would not affect the ability of wastewater treatment providers to accommodate wastewater generated in Napa County. No impact would occur.

NO IMPACT

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed bicycle 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 linear strips of existing pavement or subsurface material. Most individual projects would involve surface treatments like the painting of stripes for bike lanes or sharrows for bike routes, the construction of which would not generate solid waste. Furthermore, the long-term use of new on-street bicycle facilities would not generate solid waste. Although trash cans may be installed on

planned multi-use path segments, including at several rest stop shelters on the Vine Trail, the disposal of waste by trail users would generate minimal additional solid waste for disposal at a landfill. The construction and operation of bicycle improvements would not substantially increase solid waste generation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

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). Very high fire hazard severity zones have large tracts of flammable vegetative cover that can act as fire fuels. In October 2017, significant wildfires affected parts of Napa County. The Atlas Fire burned more than 50,000 acres between the city of Napa and Lake Berryessa, and the Tubbs Fire burned land just west of Calistoga. In September 2018, the Snell Fire also burned approximately 2,500 acres between Middletown and Lake Berryessa. While no structures were burned the fire burned for a week and the area was under mandatory evacuation (ABC 2018).

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Proposed bicycle facilities in unincorporated Napa County would be located in state responsibility areas for wildfire management. Some of these facilities in rural sections of Napa County would pass through very high fire hazard severity zones as mapped by CAL FIRE, such as proposed bike routes on Chiles Pope Valley Road from SR 128 to Lower Chiles Valley Road, and on Soda Canyon Road north of the city of Napa (CAL FIRE 2007). New bicycle facilities in very high fire hazard severity zones would be added on existing roadways and required to comply with design standards, such as the Caltrans Highway Design Manual for projects on Caltrans roadways. Adherence to design criteria would maintain adequate emergency access on affected roadways. In addition, proposed multi-use paths and separated bikeways separated from roadways would provide improved multi-modal access and connections throughout the County and would not impair any emergency response plan. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Proposed bike lanes and routes located in or near state responsibility areas or very high fire hazard severity zones in unincorporated Napa County would be developed along existing roadways and thus would not exacerbate wildfire risks related to slope, prevailing winds, or the addition of flammable material. Therefore, the proposed bicycle facilities would not exacerbate wildfire risks for trail users. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As stated above, bike lanes and routes located in or near state responsibility areas or very high fire hazard severity zones in unincorporated Napa County would be placed in existing roadway corridors. These facilities would not require the installation of new infrastructure such as roads, fuel breaks, emergency water sources, or power lines that may exacerbate fire risk or result in other environmental impacts. Therefore, no impact would occur.

NO IMPACT

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Severe wildfires damage the forest or shrub canopy, the plants below, as well as the soil. This can result in increased runoff after intense rainfall, which can put structures below a burned area at risk of localized floods and landslides. Because of the prevalence of fire-prone hillsides in Napa County,

the area is subject to the risks of downstream flooding and landslides resulting from fires. New bike lanes and routes in sloping areas of unincorporated Napa County could be subject to these risks. However, bicycle facilities would serve mobile users who would be at less risk to flooding and landslides than stationary people or structures. It is also assumed that new bike lanes and routes would be temporarily closed after substantial fires, as occurred on rural roads in the aftermath of the October 2017 fires, which would prevent the exposure of users to floods and landslides.

Other areas of the County, such as the Napa Valley, are generally flat to gently sloping, and developed with minimal wildfire fuels or vegetation cover prone to ignition. If a structural fire or large urban fire were to occur in the more flat and urbanized areas of the County, the risk of flooding or landslides afterward would be negligible because of the nearly flat topography and because little soil would be exposed due to the developed conditions. Proposed multi-use paths and separated bikeways would be located in urbanized areas of Napa County and in the Napa Valley and would not be at risk from flooding or landslides resulting from a wildfire. Therefore, the NCBP would not expose people to significant risks from flooding and landslides, and this. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?

As discussed in Section 4, *Biological Resources*, certain proposed bicycle facilities listed in the NCBP could reduce the habitat of special-status species, disrupt nesting birds, alter natural habitat, affect wetlands, and obstruct wildlife movement corridors. As discussed in Section 5, *Cultural Resources*, implementation of proposed bicycle facilities would not impact historical resources. However, proposed bicycle facilities may impact unanticipated cultural and archaeological resources. Potential impacts to biological resources would be reduced to a less-than-significant level with implementation of Mitigation Measures BIO-1 through BIO-7 to study, protect, and compensate for

the loss of sensitive biological resources. Impacts to cultural resources would be reduced to a less-than-significant level with implementation of Mitigation Measures CR-1 through CR-5 for study, monitoring, and recovery of cultural resources. Therefore, impacts to biological and cultural resources would be reduced to less-than-significant levels with implementation of identified mitigation measures.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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)?

As described in the discussion of environmental checklist Sections 1 through 20, the Plan would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. Cumulative impacts of several resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Noise, and Transportation/Traffic (See CEQA Guidelines Section 15064(h)(3)). Proposed bicycle facilities would reduce vehicle trips and greenhouse gas emissions while improving overall air quality. Therefore, the Plan would not result in a cumulative traffic impact. Cumulative noise impacts would be less than significant because proposed bicycle facilities would not increase traffic on area roadways. Other resource areas (population/housing and mineral) were determined to have no impact. Therefore, the Plan would not contribute to cumulative impacts related to these issues. Several resource issues (e.g., geology, hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. As such, cumulative impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in Section 3, *Air Quality*, proposed bicycle facilities would not result in a direct or indirect air quality impact. As discussed in Section 13, *Noise,* construction of proposed bicycle facilities may affect nearby receptors, but implementation of Mitigation Measures N-1 through N-4 would reduce construction noise impacts by requiring noise control devices on equipment. Similarly, as discussed in Section 9, *Hazards and Hazardous Materials,* construction of bicycle facilities could occur on listed hazardous material sites, but implementation of Mitigation Measure HAZ-1 would reduce impacts by requiring assessment and remediation for any such sites. Impacts to human beings would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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Appendix A

Proposed Bicycle Improvement Projects

Table A-1 Proposed Bicycle Improvement Projects

Project ID	Corridor	Location	Length (miles)	Facility Type
City of Calistoga Bicycle Projects				
25	South Oak Street	Cedar Street to School Street	0.06	Class III
18	Denise Drive	Kathy Way to Cedar Street	0.05	Class I
41	Lake Street	Grant Street to State Route 29	0.35	Class II
40	Lincoln Avenue	Fair Way to the Silverado Trail	0.64	Class II
43	Brannan Street	Lincoln Avenue to the Silverado Trail	0.33	Class III
34	Aurora Drive	North Oak Street to Carli Drive	0.03	Class III
26	Silver Street	Silver Street (north) to the River Trail	0.08	Class I
21	Money Lane	From a proposed Class I facility at Mora Avenue to Mora Avenue	0.06	Class I
23	Mora Ave	From Grant Street to State Route 29	0.61	Class III
55	Rosedale Road	From Rickett Road to the Silverado Trail	0.77	Class II
20	Private Property	From School Street to Washington Street	0.13	Class I
54	Walnut Ave alignment	From State Route 29 and State Route 128 intersection to a proposed Class I facility near the Napa River	0.12	Class I
17	Petrified Forest Road	From the Calistoga City limits to Foothill Boulevard	0.29	Class III
27	Berry Street	From Cedar Street to Foothill Boulevard	0.11	Class III
42	3rd Street	From Fair Way to Washington Street	0.15	Class III
33	N Oak Street	From Grant Street to Aurora Drive	0.23	Class III
8	Grant Street	From Greenwood Avenue to Mora Avenue	0.41	Class III
35	Carli Drive	From Aurora Drive to Money Lane	0.06	Class III
14	State Route 128, Foothill Boulevard	From the Calistoga City limit (at Foothill Boulevard) to Calistoga City Limit	2.06	Class II
45	Fair Way	From Lake Street to Lincoln Avenue	0.28	Class III
39	Lincoln Avenue/State Route 29	From Lincoln Avenue/State Route 29 to the beginning of a Class I path off of the Silverado Trail	0.11	Class I
847	Grant Street	From Mora Avenue to Oak Street	0.31	Class III
29	Money Lane	From a proposed Class I facility at Mora Avenue to Lake Street	0.40	Class III
6	State Route 29	From the Silverado Trail to Tubbs Land	1.58	Class II
866	Fair Way	From an existing Class I facility annexed east of Washington Street to Lincoln Avenue	1.14	Class I
50	Lincoln Avenue	From Fair Way to Foothill Boulevard	0.36	Class II
12	Napa River	From Greenwood Avenue to the Calistoga City limit	2.15	Class I
57	Calistoga southeast city limit	From State Route 29 and State Route 128 intersection to the Silverado Trail	0.83	Class I
9	Greenwood Avenue	From a proposed Class I facility at the Napa River to State Route 29	1.00	Class III
846	Lake Street	From Washington Street to Grant Street	0.30	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
City of St. Helena Bicycle Projects				
747	Library Lane Path	From Adams Street to Vine Trial, along the railroad corridor	0.13	Class I
108	Adams Street	From Railroad Avenue to Allyne Avenue	0.47	Class III
116	Oak Avenue	From Hillview Place to Mitchell Drive	0.10	Class III
129	North Crane Avenue	From Spring Street to Birch Street	0.23	Class III
147	Crane Park Path (to La Quinta Way)	From Grayson Avenue to Kennedy Court	0.50	Class I
105	Sulphur Creek Path	From Spring Street to Sulphur Springs Avenue	0.10	Class I
131	Birch Avenue	From Crane Avenue to Valley View Street	0.15	Class III
114	Hillview Place	From Spring Mountain Road to Oak Street	0.14	Class III
127	Edwards Street	From Hunt Avenue to Pope Street	0.15	Class III
124	Hunt Avenue	From Railroad Avenue to Church Street	0.02	Class III
821	S Crane Avenue	From Grayson Avenue to Sulphur Springs Avenue	0.45	Class II
244	Mariposa Lane	From Pope Street to McCorkle Avenue	0.14	Class III
151	Napa River Trail	From St. Helena city limit near wastewater treatment plant to southeast Wappo Park	1.14	Class I
93	Napa River Trail	From Pope Street (Napa River Trail-Wappo Park) to St. Helena city limit (at Deer Park Road/Lower Reservoir Trail	1.90	Class I
106	Spring Street	From White Sulphur Springs Road at city limit to Oak Avenue	0.98	Class II
144	Mills Lane	From SR 29-Main Street proposed Class I facility annex from Starr Avenue	0.50	Class I
96	York Creek Path	From Spring Mountain Road to Vine Trail (SR 29-Main Street)	0.33	Class I
107	Allyn Avenue	From Spring Street to Madrona Avenue	0.34	Class II
133	Mitchell Drive	From Main Street to Crane Avenue	0.44	Class III
807	Pratt Avenue	From Railroad track/Vine Trail at Pratt Avenue to Napa River Trail (proposed)	0.48	Class III
819	Hudson Avenue	From Madrona Avenue to Spring Street	0.32	Class II
820	Valley View Street	From Spring Street to Birch Street	0.20	Class III
102	Sylvaner Avenue	From Riesling Way to Spring Street	0.30	Class II
150	Chaix Lane	From SR 29-Main Street to Napa River Trail (proposed)	1.07	Class III
126	Hunt Ave Path (Cycle Track)	From Church Street to Starr Avenue	0.42	Class III
856	Spring Street	From Sylvaner Avenue to Sulfur Springs Avenue	0.18	Class III
103	Sulphur Springs Avenue	From St. Helena city limit to Spring Street	0.16	Class III
808	College Avenue	From Pope Street to proposed Class I facility at southeast end of College Avenue	0.18	Class III
809	McCorkle Avenue Path	From proposed class I facility 675' west of College Avenue to College Avenue	0.14	Class I

Project ID	Corridor	Location	Length (miles)	Facility Type
812	Main Street	From Madrona Avenue to Charter Oak Avenue	0.64	Class III
98	Elmhurst Avenue	From Spring Mountain Road to Main Street	0.23	Class III
125	Church Street	From Hunt Avenue to Pope Street	0.13	Class III
146	Starr Avenue Path (Cycle Track)	From Hunt Avenue to Pope Street	0.68	Class I
749	Starr Avenue -Adams Street-Railroad Avenue -Fulton Lane	From Hunt Avenue to Mills Lane	0.51	Class I
140	Sulphur Creek Path	From Sulphur Springs Avenue to Napa River Trail	0.65	Class I
806	Main Street	From Fulton Lane to St. Helena city limit, Deer Park Road	1.11	Class III
810	McKorkle Avenue	From Alison Avenue to proposed Class I facility 675 feet west of College Avenue	0.29	Class III
815	Spring Mountain Road	From West St. Helena city limit to Dean York Lane	0.69	Class III
816	Spring Mountain Road	From Dean York Lane to Madrona Avenue	0.39	Class II
818	Lower Reservoir Loop Trail	From northwest city limit to loop around Lower Reservoir and connect to Spring Mountain Road	1.25	Class I
149	Sulphur Springs Avenue	From Sulphur Creek to SR 29 at Main Street	0.93	Class III
833	Sulphur Springs Road	From South Crane Avenue to SR 29 at Main Street	0.50	Class II
854	Vine Trail	From Street Helena southerner city limits to St. Helena northeastern city limits	3.10	Class I
860	Grayson Avenue	From Crane Avenue to SR 29 at Main Street	0.42	Class I
859	Railroad Avenue	From Fulton Lane to Hunt Avenue	0.21	Class III
857	Railroad Avenue	From Adams Street to Hunt Avenue	0.11	Class III
875	Pope Street	From Starr Avenue to Silverado Trail	0.41	Class I
891	Madrona Avenue - Reisling Way	From Main Street to Sylvaner Avenue	0.96	Class II
895	SR 29-Main Street	From Chaix Lane to Charter Oak Road	0.02	Class II
896	SR 29-Main Street	From Chaix Lane to Charter Oak Road	0.21	Class II
897	Vine Trail	From St. Helena southeastern city limits to St. Helena northern city limits	3.10	Corridor Study
Town of Yountville Bicycle Projects				
258	Jefferson Street	From path entrance to Monroe Street	0.06	Class III
267	Webber Avenue	From Washington Street to Vine Trail access spur	0.06	Class III
277	Holly Street	From Larkspur Street to Oak Circle	0.09	Class III
259	Monroe Street	From Lincoln Avenue Jefferson Street	0.06	Class III
155	Oak Circle	From Washington Street to Oak Circle	0.41	Class III
257	Lincoln Avenue	From Monroe Street Grant Road	0.05	Class II
276	Holly Street	From Finnell Road to Heritage Way	0.07	Class III
824	Heather Street	From Heritage Court to Mulberry Street	0.08	Class III
823	Mulberry Street	From Holly Street to Washington Street	0.33	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
283	Heritage Way	From Vista Drive to Heather Street	0.04	Class III
287	Washington Street	From Mission Street to Oak Circle	0.11	Class I
282	Vista Drive	From Finnell Road to Heritage Way	0.07	Class III
256	Yount Mill Road	From Yountville Cross Road to northeast city limit	0.33	Class III
853	Webber Avenue	From Yount Street to Washington Street	0.10	Class III
City of Napa Bicycle Projects				
531	1st Street (State Route 29 Overpass)	From Freeway Drive to California Boulevard	0.35	Class II
605	Kilburn Avenue	From Laurel Street to State Route 29	0.81	Class III
674	1st Street	From East Avenue to Silverado Trail	0.22	Class III
696	Gasser Drive	From existing Gasser to new Gasser	0.24	Class II
460	Villa Lane	From Rubicon Street to Pear Tree Lane	0.45	Class II
173	Lincoln Avenue	From Solano to Lone Oak Avenue	0.48	Class III
693	Gasser Street	From Sousa Lane to Soscol Avenue	0.46	Class II
683	New connection	From Burnell Street to Sousa Lane	0.42	Class III
530	Connector path	From Coffield Ave Path to California Boulevard	0.21	Class I
319	Granada Street	From Imola Ave to Muir Street	0.11	Class III
317	Kansas Avenue	From Shurtleff Avenue to Soscol Avenue	0.60	Class III
708	South Hartson Street	From Lernhart Street to Old Sonoma Road	0.35	Class III
712	Cabot Way	From South Jefferson Street to West Imola Avenue	0.31	Class III
687	Fairview Drive	From the Fairview Drive driveway to Hoffman Avenue	0.30	Class III
174	Lone Oak Avenue	From Lincoln Avenue to Linda Vista Avenue	0.03	Class III
411	Lassen Street	From Salvador Creek Trail to Yellowstone Street	0.32	Class III
492	Yajome Street	From Pueblo Avenue to Rail Trail	0.41	Class III
412	Yellowstone Street	From Lassen Street to Diablo Street	0.17	Class III
416	Wild Rye Way	From Rubicon Street to Firefly Lane	0.02	Class III
703	Ash Street	From Jefferson Street to Franklin Street	0.26	Class III
523	Georgia Street	From Lincoln Avenue to E Street	0.27	Class III
617	Foothill Boulevard	From Old Sonoma Road to Laurel Street	0.42	Class III
662	3rd Street	From Soscol Avenue to Lawrence Street	0.04	Class II
372	Maher Street	From Wine Country Avenue to Cesar Street	0.33	Class III
440	Wine Country Avenue	From Dry Creek Road Linda Vista Avenue	0.50	Class III
663	1st Street	From 1st Street Bridge to Vernon Street	0.16	Class II
415	Rubicon Street	From Baxter Avenue to Wild Rye Way	0.45	Class III
401	El Centro Avenue	From State Route 29 to Jefferson Street	0.55	Class III
649	Walnut Street	From Laurel Street to Old Sonoma Road	0.37	Class III
626	Laurel Street	From Foothill Blvd to State Route 29	0.42	Class III
169	Jefferson Street	From Salvador Avenue to Atrium Parkway	4.99	Corridor Study
393	Salvador Avenue	From State Route 29 to Jefferson Street	0.52	Class II

Project ID	Corridor	Location	Length (miles)	Facility Type
470	Sierra Avenue	From Willis Drive to Diablo Street	0.46	Class III
697	Clark Street	From Silverado Trail to East Avenue	0.12	Class III
695	new Gasser subset	From Gasser to Soscol Avenue	0.10	Class II
692	Sousa Lane	From Soscol Avenue to Silverado Trail	0.14	Class II
320	Muir Street	From Granada Street to Sommer Street	0.13	Class III
171	Salvador Creek Trail	From Maher Street to Solano Avenue	0.23	Class I
461	Trancas Road	From California Boulevard to Old Soscol Way	1.14	Class II
373	Cesar Street	From Meher Street to Solano Avenue	0.06	Class III
168	Salvador Avenue	From Solano Avenue to Jefferson Street	0.52	Corridor Study
179	Browns Valley Road	From Patrick Road to Freeway Drive	1.56	Corridor Study
182	Imola Avenue	From Foster Road to 4th Avenue	3.11	Corridor Study
181	Fairview Drive Pathway Connector	From Aguire Way to Terrace Drive	0.15	Class I
322	Shetier Avenue	From Sommer Street to Soscol Avenue	0.75	Class III
725	Bordeaux Way	From Napa Valley Corporate Way to Napa Valley Corporate Drive	0.43	Class III
195	Bay Trail Connector - Stanly Lane to Napa River	From Stanly Crossroad to Napa River	0.72	Class I
338	Saratoga Drive	From Silverado Trail to Terrace Drive	0.13	Class II
337	Shurtleff Avenue	From Imola Avenue to Terrace Drive	0.94	Class II
201	Napa River Trail/Bay Trail/Anselmo Ct Loop	Along Napa River Bay Trail	0.34	Class I
170	Salvador Creek Trail	From State Route 29 to Jefferson Street	0.68	Class I
418	Valle Verde Drive	From Firefly Lane to Trancas Street	0.27	Class III
446	Vine Hill Drive	From Dry Creek Road to Linda Vista Avenue	0.51	Class III
398	El Centro Avenue	From Jefferson Street to Heather Lane	0.21	Class III
458	Garfield Lane	From existing Class I near Culbertson Court to Old Vine Way	0.02	Class III
163	Orchard Avenue	From City of Napa/County Line to Solano Avenue	0.13	Class II
574	Westview Drive	From Redwood Road to Browns Valley Road	0.66	Class III
321	Sommer Street	From Muir Street	0.09	Class III
545	Clinton Street	From Brown Street to Soscol Avenue	0.20	Class III
180	Arroyo Drive	From Brown Street to Seminary Street	0.11	Class III
707	Lernhart Street	From West Imola Avenue to South Hartson Street	0.07	Class III
551	Patrick Road	From Browns Valley Road to City of Napa limits	0.79	Class III
571	Austin Way	From Scenic Drive to Browns Valley Road	0.18	Class III
702	Jefferson Street	From Old Sonoma Road to Ash Street	0.02	Class III
585	West Pueblo Avenue	From Solano Avenue to Redwood Road	1.41	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
417	Firefly Lane	From Wild Rye Way to Valle Verde Drive	0.26	Class III
658	River Trail West (to Imola)	From Division Street to Imola Avenue	1.05	Class I
665	River Trail West (south)	From existing River West Trail terminus to McKinstry Street	0.28	Class I
637	Laurel Street	From California Boulevard to Walnut Street	0.04	Class III
634	California Boulevard	From 3rd Street to Laurel Street	0.23	Class III
558	Scenic Drive	From Larkin Way to Browns Valley Road	0.97	Class III
311	Terrace Drive	From Imola Ave to Saratoga Drive	0.58	Class III
491	Pueblo Avenue	From California Avenue to Soscol Avenue	1.08	Class II
661	River Promenade 1st Street underpass	From south of 1st Street to north of 1st Street	0.02	Class I
669	River Trail East	From Napa City Park to 1st Street	0.21	Class I
556	Browns Valley Road	From Patrick Road to Buham Avenue	0.15	Class II
498	Jefferson Street	From Central Avenue to Park Avenue	0.05	Class III
494	Main Street	From Pueblo Avenue to Lincoln Avenue	0.51	Class III
633	3rd Street	From California Boulevard to Jefferson Street	0.37	Class II
469	Vintage High Drive Aisle	From Willis Drive to Jefferson Street	0.18	Class III
394	Salvador Avenue	From east of the City of Napa limit to Jefferson Street	0.29	Class III
677	Juarez Street	From 1st Street to 3rd Street	0.24	Class III
717	Foster Road	From West Imola Avenue to Old Sonoma Road	0.41	Class III
391	Hahnemann Lane	From Salvador Avenue to Wine Country Avenue	0.27	Class III
724	Napa River Trail	From State Route 29 to Napa Valley Corporate Drive	0.51	Class I
746	Vine Trail	From 3rd Street to Vallejo Street	0.48	Class I
514	Brown Street	From Lincoln Avenue to Clinton Street	0.64	Class III
375	Oxford Street	From Trower Avenue to Carol Drive	0.62	Class III
374	Fairfax Drive	From Cesar Street to Trower Avenue	0.21	Class III
745	Vine Trail (along Solano Ave, State Route 29)	From Locust Avenue at Napa City limit to California Drive at Yountville Town limit	0.31	Class I
828	State Rout 221	From Kaiser Road to Magnolia Drive	1.44	Class II
497	Central Avenue	From Soscol Avenue to Jefferson Street	0.65	Class III
698	Elm Street	From Franklin Street to Riverside Drive	0.28	Class III
414	Baxter Avenue	From Diablo Street to Rubicon Street	0.19	Class III
667	McKinstry Street	From Water Street to Soscol Avenue	0.33	Class III
528	Lincoln Street	From State Route 29 to California Boulevard	0.09	Class II
310	Terrace Drive	From Shurtleff Avenue to Cayetano Drive	0.04	Class I
716	Imola Avenue	From State Route 29 to Foster Road	0.34	Class II
304	Pascale Place	From Pascale Place to Montecito Boulevard	0.04	Class I
664	River Trail bridge	From River Trail West to 3rd Street	0.07	Class I

Project ID	Corridor	Location	Length (miles)	Facility Type
872	Vine Trail along Kaiser Rd	From State Route 29 to railroad track at north-westward deviation	0.28	Class I
476	Pear Tree Lane	From Soscol Avenue to Beard Road	0.56	Class III
477	Beard Road	From Pearl Tree Lane to Pueblo Avenue	0.31	Class III
306	Tamarisk Drive	From Terrace Drive to Coombsville Road	0.34	Class III
459	Salvador Creek Trail connector	Along Salvador Creek Trail	0.08	Class I
873	Napa River Trail	Napa City limit (adjacent to Kaiser Road) to existing Bay Trail at the south end of Kennedy Park	0.16	Class I
557	Larkin Way	From Browns Valley Road to Scenic Drive	0.11	Class III
318	Napa Valley College Path along Roy Patrick Drive	From College Way and Magnolia Drive to Imola Avenue	0.16	Class I
878	Stanly Crossroad Pathway	From Cuttings Wharf Road to Stanly Lane	1.17	Class I
827	River Trail bridge	From River Trail West to River Trail East at Napa City Park	0.07	Class I
826	River Trail West	From Lincoln Avenue to existing River Trail terminus	0.40	Class I
192	Foster Road	From Golden Gate Drive to West Imola Avenue	0.30	Class II
339	Capitola Drive	To Saratoga Drive	0.08	Class II
694	Gasser Subset	New trail	0.78	Class I
513	Lincoln Avenue	From Soscol Avenue to existing BL on Lincoln Avenue	0.07	Class II
660	Napa Creek connector trail	From River Promenade to 9/11 Memorial Garden	0.04	Class I
616	Laurel Street	From Foothill Boulevard to Browns Valley Road	0.68	Class II
468	Connector path	From Industrial Way to Sheridan Drive	0.06	Class I
632	California Boulevard	From 3rd Street to 1st Street	0.12	Class II
499	Park Avenue	From Jefferson Street to California Boulevard	0.37	Class III
390	Wine Country Avenue	From Linda Vista Avenue to State Route 29	0.54	Class II
413	Diablo Street	From Yellowstone Street to Baxter Avenue	0.41	Class III
659	Parkway Mall	From Coombs Street to Brown Street	0.30	Class I
682	Burnell Street	From 3rd Street to driveway of Burnell Street	0.13	Class III
309	Terrace Drive	From Imola Avenue to Coombsville Road	0.57	Class III
673	Silverado Trail	From Soscol Avenue to Silverado Trail at the Napa City limit	2.41	Class II
765	Coombs Street	From Pearl Street to Division Street	0.38	Class II
194	St. Regis	From Stanly Crossroad to San Francisco Bay Trail	0.65	Class III
196	Kaiser Road	From proposed Napa River/Bay Trail to State Route 221	0.55	Class II
825	Trower Avenue	From Briarwood Street to Solano Avenue	0.08	Class II
193	Foster Rd - Stanly Lane	From West Imola Avenue State Route 12	1.32	Class II
532	Clay St - Pearl Street	From Coombs Street to California Boulevard	0.78	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
653	Division Street - Franklin Street	From Brown Street to Oak Street	0.29	Class III
364	Linda Vista Avenue	From Lone Oak to Dry Creek Road	2.12	Class II
377	Carol Drive	From Oxford Street to West Pueblo Way	0.60	Class III
465	Redwood Road	From Browns Valley Road to State Route 29	1.86	Class II
836	Linda Vista Avenue	From Browns Valley Road to Lone Oak Avenue	0.34	Class II
838	Redwood Road	Dry Creek Road to State Route 29	0.94	Corridor Study
839	West F Street, Coffield Ave	From proposed class I facility at Coffield Avenue to Solano Avenue	0.42	Class III
840	Laurel Street	From California Boulevard to Franklin Street	0.33	Class II
851	Railroad	From 3rd Street to 1st Street	0.19	Class I
862	State Route 221	From Imola Avenue to Kaiser Road	1.57	Class I
0	Old Sonoma Road	From State Route 29 to Jefferson Street	0.37	Class II
900	State Route 29	From Stanly Lane to Napa City limits	0.23	Class I
884	Thompson Road	From Napa City limits to Browns Valley Road	0.49	Class II
City of American Canyon Bicycle Projects				
207	Theresa Avenue	From Napa Junction Road to Eucalyptus Drive	0.30	Class II
217	Theresa Avenue	From Eucalyptus Drive to Los Altos Road	0.03	Class III
221	James Road	From Wilson Way to American Canyon Road	0.51	Class III
729	Napa Junction Road	From Theresa Avenue to a future proposed path	0.37	Class II
831	Gisela Drive	From Donaldson Way to Rio Del Mar	0.15	Class III
879	Broadway	From Veterans Park to American Canyon Road	0.17	Class I
209	Donaldson Way	From Andrew Road to Newell Drive	0.30	Class II
216	Melvin Rad	From James Road to Cassayre Drive	0.35	Class III
736	Commerce Boulevard	From Hess Drive to Green Island Road	0.54	Class II
732	Green Island Road	From the Bay Trial to Commerce Road	0.84	Class III
734	Mezzetta Court	From Green Island Road to the end of the street	0.20	Class II
228	Bay Trail (Kimberly Area Segment)	From Kimberly Drive to Kensington Way	0.32	Class I
733	Green Island Road	From the northern intersection of Green Island Road and Mezzetta Court to the Vine Trail	0.25	Class II
225	Cartegena-Via Bellagio Connector Path	From 150 feet east of Entrada Circle to Flosden Road	0.40	Class I
227	Kimberly Drive	From Elliot Drive to Meadow Bay Drive	0.24	Class II
735	Green Island Rd	From the Vine Trial to Commerce Boulevard	0.33	Class I
210	Bay Area Ridge Trail - Eucalyptus Drive	From Wetlands Edge Road to Main Street	1.04	Class I
215	Cassayre Drive	From Melvin Road to Rio Del Mar	0.15	Class III
222	American Canyon Road	Wetlands Edge Road to State Route 29	0.85	Class IV
218	Los Altos Drive	From Theresa Avenue to Rio Del Mar	0.10	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
212	Donaldson Way	From Elliot Drive/Donaldson Way to Eucalyptus Drive	0.81	Class II
737	Hanna Street	From Commerce Boulevard to the end of the street	0.37	Class II
730	SR 29 connector	From the Rive to Ridge Trail to State Route 29	0.06	Class I
830	Rio Del Mar	From the Bay Trail, near Wetlands Edge Road, to State Route 29 at Broadway	1.00	Class II
864	River Trail	From the Vine Trail to Newell Open Space	1.06	Class I
223	American Canyon Road	From Newell Drive to Interstate 80	0.42	Class II
740	Danrose Drive	From Marla Rive to West American Canyon Road	0.68	Class II
220	Melvin Road	From James Road to Rio Del Mar	0.05	Class III
204	Hess Road	From Commerce Road to Lombard Road	0.83	Class I
205	Lombard Road	From the proposed Vine Trail to Napa Junction Road	0.34	Class II
803	Elliot Drive	From the City of American Canyon limits to Knightsbridge Way	0.47	Class II
805	Commerce Boulevard	Eucalyptus Drive to Clark Ranch Park	0.48	Class I
841	South Kelly Road	State Route 29 to Devlin Road	0.20	Class I
843	State Route 29	North City limits on both sides of State Route 29 to American Canyon Road	5.21	Class I
844	Main Street	From Eucalyptus Drive to the Bay Area Ridge Trail (south Napa Junction Road)	0.25	Class III
845	Bay Area Ridge Trail - S Napa Junction Road	From Main Street to the Vine Trail (Newell Drive extension)	0.62	Class I
868	Vine Trail (Newell Rd Extension)	From Donaldson Way (southern intersection of proposed Vine Trail and Ridge Trails) to Paoli Road	1.06	Class I
899	Vine Trail (along Devlin Road)	From Middleton Way to Watson Lane	1.62	Class I
Unincorporated Napa County Bicycle Projects				
255	Milton Road	From Stanly Crossroad to Riverfront	2.91	Class II
672	Silverado Trail	From Napa city limit to Monticello Road	0.35	Class II
186	Duhig Road	From Las Amigas Road to SR 12	2.17	Class II
66	Butts Canyon Road	From Aetna Springs Road to Lake/Napa County line	6.98	Class III
67	Ink Grade Road	From North White Cottage Road to Pope Valley Road	4.19	Class III
252	Dealy Lane	From Old Sonoma Road Henry Road	1.16	Class III
69	Howell Mountain Road	From Ink Grade Road to Pope Valley Road	2.48	Class III
56	Pickett Road	From Silverado Trail to Rosedale Road	0.26	Class II
165	Big Ranch Road	From El Centro to Oak Knoll Avenue	1.65	Class II
71	Chiles Pope Valley Road	From SR 128 (Sage Canyon Road) to Chiles Pope Valley Road	3.66	Class III
153	Napa River Trail	From Zinfandel Lane to St. Helena city limit	0.87	Class I
72	Lower Chiles Valley Road	From SR 28 (Sage Canyon Road) to Chiles Pope Valley Road	3.36	Class III
741	Glass Mountain Road	From Silverado Trail to Sanitarium Road	0.88	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
154	SR 29 (St. Helena Highway)	From Madison Street to Rutherford Road	1.96	Class III
82	White Sulphur Springs Road	From St. Helena city limit to end of the road	3.10	Class III
85	Howell Mountain Road	From Deer Park Road to Ink Grade Road	3.54	Class III
245	Zinfandel Lane	From SR 29/128 (St. Helena Hwy) to Silverado Trail	1.42	Class II
86	White Cottage Road	From Deer Park Road to Ink Grade Road	3.75	Class III
240	SR 128 (Rutherford Road)	From SR 29 (St. Helena Highway) to Silverado Trail	1.52	Class II
84	Deer Park Road	From Silverado Trail to White Cottage Road	4.05	Class III
224	American Canyon Road	From Newell Drive to Interstate 80	1.94	Class II
728	American Canyon Path (along Newell Road - South Kelly Road)	From Watson Lane to SR 12 at Jameson Canyon Road	2.27	Class I
91	Conn Valley Road	From Howell Mountain Road to Moore Creek Park	2.99	Class III
726	Airport Boulevard	From Devlin Road to SR 29	0.26	Class II
166	Salvador Avenue	From Napa city limit to Big Ranch Road	0.53	Class II
294	Westgate Drive	From Atlas Peak Road to Atlas Peak Road	2.10	Class II
229	Bay Trail (Kimberly Area Segment - south of American Canyon)	From Catalina Way, Vallejo to a class I facility adjacent to Bay Meadow Drive	0.52	Class I
13	SR 128, Foothill Boulevard	From Calistoga city limit (Foothill Blvd) to Calistoga city limit	0.38	Class II
161	Conn Creek Path	From Oakville Cross Road to Skellenger Lane	0.92	Class I
739	McGary Road (Extension of the Solano Bikeway)	From Solano Bike (Class I multi-use path) to Hiddenbrook Parkway	0.74	Class III
61	Dunaweal Lane	From Washington Street Path/Vine Trail Silverado Trail	0.42	Class II
167	El Centro Avenue	From Big Ranch Road to Napa city limit (Sweetbriar Drive)	0.56	Class II
3	SR 128 (Foothill Boulevard)	From Tubbs Street to Napa County border	2.66	Class III
300	1st Avenue	From Coombsville Road to Hagen Road	1.98	Class II
76	SR 128 (Capell Valley Road)	From Steele Canyon Road to Napa/Solano County line	10.34	Class III
164	Cross Valley Path (along Oak Knoll Avenue)	From SR 29 (St. Helena Highway) to Silverado Trail	2.09	Class II
295	Hardman Avenue	From Silverado Trail to Altas Peak Road	0.92	Class II
671	Trancas Street	From Silverado Trail to Monticello Road	0.15	Class II
727	Kelly Road	From SR 12 to Devlin Road	0.83	Class II
16	Petrified Forest Road	From County border to Calistoga city limit	1.80	Class III
92	Los Posadas Road	From Howell Mountain Road to State Park	1.91	Class III

Project ID	Corridor	Location	Length (miles)	Facility Type
152	Napa River Trail	From SR 128 to St. Helena wastewater treatment facility	3.16	Class I
289	Soda Canyon Road	From Silverado Trail to Napa County line	6.53	Class III
246	Oakville Grade Road	From Dry Creek Road to SR 29 (St. Helena Highway)	3.68	Class III
742	Sanitarium Road	From Deer Park Road to Deer Park Road	1.77	Class III
247	Dry Creek Road	From Trinity Road to Mount Veeder Road	2.35	Class III
298	Hagen Road	From Silverado Trail to 1st Avenue	0.16	Class II
832	Bothe State Park, SR 29	From Bale Lane to Larkmead Lane	0.70	Class II
748	SR 128 (Conn Creek Road)	From Rutherford Road to Silverado Trail	1.32	Class III
278	SR 29 (Lake County Highway)	From Tubbs Lane to Lake/Napa county line	8.90	Class III
19	Myrtledale Road	From Tubbs Lane to Greenwood Avenue	0.53	Class III
63	Larkmead Lane	From SR 29 (St. Helena Highway) to Silverado Trail	1.29	Class II
340	4th Avenue	From Imola Avenue to Curry Lane	0.76	Class III
296	Vichy Avenue	From Hagen Road to Monticello Road	1.20	Class II
68	Pope Valley Road	From Howell Mountain Road to Aetna Springs Road	1.67	Class III
162	Orchard Avenue	From Dry Creek Road to City/County line	1.19	Class III
869	Vine Trail (along Watson Lane - American Canyon)	From Paoli Loop Road to Newell Road extension	0.42	Class I
78	Monticello Road	From Silverado Trail to Atlas Peak Road	1.25	Class II
184	Skyline Path (along Imola Avenue to Skyline Park)	From SR 121/221 (Napa-Vallejo Highway) Skyline Wilderness Park	2.05	Class I
274	Finnel Road	From Holly Street to Finnel Road	0.34	Class III
64	Bale Lane	From SR 29/128 (St. Helena Highway) to Silverado Trail	0.69	Class II
302	2nd Avenue	From Coombsville Road to North Avenue	0.62	Class II
817	Spring Mountain Road	From Sonoma/Napa County Line to St. Helena city limit	4.17	Class III
829	SR 29/221 (Napa-Vallejo Highway)	From American Canyon city limit to Kaiser Road	3.90	Class II
303	3rd Avenue	From Coombsville Road to North Avenue	0.71	Class II
822	Yount Mill Road - Yount Street	From Yountville town limit to SR 29 (St. Helena Highway)	2.10	Class III
250	Middle Avenue	From Los Carneros Avenue To cuttings Wharf Road	0.25	Class III
299	3rd Avenue	From where 3rd Avenue turns north to Hagen Road	1.62	Class II
62	Silverado Trail	From Larkmead Lane to Dunaweal Lane	2.51	Class II
867	Vine Trail (along SR 29)	From Deer Park Road to Lodi Lane	3.08	Class I
865	Vine Trail (along SR 29/128)	From Larkmead Lane to Dunweal Lane	2.38	Class I

Project ID	Corridor	Location	Length (miles)	Facility Type
74	Berryessa Knoxville Road	From SR 128 (Sage Canyon Road) to Napa county limits	36.04	Class III
75	SR 128 (Capell Valley Road)	From Steele Canyon Road to Berryessa Knoxbille Road	4.77	Class III
70	Chiles Pope Valley Road	From Lower Chiles Valley Road to Howell Mountain Road	8.63	Class III
73	SR 128 (Sage Canyon Road)	From Berryessa Knoxville Road to Silverado Trail	11.18	Class III
15	Franz Valley School Road	From County border to Petrified Forest Road	1.88	Class III
58	SR 29/128 (Foothill Boulevard)	From Deer Park Road to Calistoga southern city limit	6.15	Class III
241	Oakville Cross Road	From SR 29 (St. Helena Highway) to Silverado Trail	2.51	Class II
455	Trower Avenue	From Trower Avenue (Napa city limit/Vintage High School) to Big Ranch Road	0.50	Class II
293	Atlas Peak	From Monticello Road to end of Atlas Peak Road	10.23	Class III
77	SR 121 (Monticello Road)	From Atlas Peak Road to SR 128 (Capell Valley Road)	11.15	Class III
889	Hagen Road	From 1st Avenue to 3rd Avenue	1.04	Class II
253	Old Sonoma Road	From SR 12 (Carneros Highway) to Foster Road	3.33	Class II
254	Buhman Avenue	From Napa city limit to Old Sonoma Road	1.89	Class III
251	Henry Road	From end of Henry Road to Buhman Avenue	3.39	Class III
880	Coombsville Road - Wild Horse Valley Road	From 4th Avenue to Shady Brook Lane	1.14	Class III
801	North Avenue	From 1st Avenue to here 3rd Avenue turns north	1.09	Class II
249	Dry Creek Road	From Oakville Grade Road to Orchard Avenue	0.71	Class III
291	Wooden Valley Cross Road	From Wooden Valley Road to Gordon Valley Road	1.29	Class III
290	Wooden Valley Road	From County Border to Monticello Road	6.61	Class III
185	SR 12/121 (Carneros Highway)	From Ramal Road to Stanly Road	6.31	Class III
457	Big Ranch Road	From Trancas Street to El Centro Avenue	1.30	Class II
87	Howell Mountain Boulevard	From Silverado Trail to Deer Park Road	4.36	Class III
837	Linda Vista Avenue	From Browns Valley Road to Dry Creek Road	0.80	Class III
849	Vine Trail (along Devlin Road)	From Kelly Road to approximately 0.25 miles south of Airport Boulevard	0.99	Class I
861	Skellenger Road	From Conn Creek Road to Silverado Trail	0.91	Class II
871	Napa River/Bay/Vine Trail	From Southern Napa city limit to Kaiser Road	0.87	Class I
863	SR 221	From Kaiser Road to Vista Point Road	1.57	Class I
743	Vine Trail (along SR 29)	From Madison Street to Chaix Lane	7.82	Class I

Project ID	Corridor	Location	Length (miles)	Facility Type
248	Redwood Road - Mt Veeder Road	From Browns Valley Road to Dry Creek Road	11.02	Class III
876	Vine Trail (along Devlin Road /Soscol Ferry Road)	From SR 12/29 (Napa-Vallejo Highway) to Soscol Ferry Road	0.00	Class I
877	Vine Trail from Butler Bridge to Airport Boulevard	From Soscol Ferry Road to Airport Boulevard	2.42	Class I
901	SR 29	From Napa city boundary to Vista Point Drive	0.49	Class I
883	Dry Creek Road	From Oakville Grade Road to Orchard Avenue	6.81	Class III
885	Thompson Road	From Congress Valley Road Napa city limits	0.92	Class II
886	Las Amigas	From Buchli Station Road to Milton Road	0.66	Class II
887	Coombsville Rd-Wild Horse Valley Road	From 1st Avenue to 4th Avenue	0.62	Class II
888	Coombsville Road - Wild Horse Valley Road	From Napa city boundary to 1st Avenue	0.51	Class III
297	Hagen Road	From Silverado Trail to 1st Avenue	0.83	Class III
890	Vine Trail	From Bothe SP Booth SP	1.16	Class I
898	Dry Creek Road	From Orchard Avenue to Napa city limits	0.39	Class II
902	Coombsville Road - Wild Horse Valley Road	From Shady Brook Lane to Monticello Road	6.11	Class III

Notes: Class I = multi-use path, Class II = bike lane, Class III = bike boulevard, Class IV = separated bike lane

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Appendix B

Response to Comments

Responses to Comments on the Draft IS-MND

This document contains the written comments received during the circulation of the Draft Initial Study-Mitigated Negative Declaration (IS-MND) for the Napa Countywide Bicycle Plan (project) and responses to those comments.

The Draft IS-MND was circulated for a 32-day public review period that began on August 8, 2019 and ended on September 9, 2019. The Napa Valley Transportation Authority received four comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appear are listed below.

Letter No. and Commenter		Page Number
1	Jordan Hensley, Environmental Scientist, Central Valley Regional Water Quality Control	2
2	Maureen Gaffney, Principal Planner, SF Bay Trail/Water Trail Programs	12
3	Patrick Band, Executive Director, Napa County Bicycle Coalition	23
4	Thomas Hughes	26

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

Additional text discussed in the responses to comments is shown in the text of the Final IS-MND in ~~strikethrough~~ (for deleted text) and <u>underline</u> (for added text) format. None of these changes introduces significant new information or affects the conclusions of the IS-MND.

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AUG 26 2019
RECEIVED
NVTA

Letter 1

CALIFORNIA
Water Boards

GAVIN NEWSOM
GOVERNOR

JARED BLUMENFELD
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

22 August 2019

Diana Meehan
Napa Valley Transportation Authority
625 Burnell Street
Napa, CA 94559

CERTIFIED MAIL
7014 2120 0001 4292 4454

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, NAPA COUNTYWIDE BICYCLE PLAN PROJECT, SCH#2019089023, NAPA COUNTY

Pursuant to the State Clearinghouse's 7 August 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Napa Countywide Bicycle Plan Project, located in Napa County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38. 1.1

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/ 1.1 cont'd

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states: 1.2

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml 1.3

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

1.4

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

1.5

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

1.6

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/ 1.7

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/ 1.8

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Waste Discharge Requirements – Discharges to Land

Pursuant to the State Board's Onsite Wastewater Treatment Systems Policy, the regulation of the septic system may be regulated under the local agency's management program.

For more information on waste discharges to land, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_land/index.shtml 1.9

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board 1.10

General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

1.10 cont'd

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

1.11

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently $1,277 + $8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf 1.12

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/ 1.13

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.

Jordan Hensley
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Letter 1

COMMENTER: Jordan Hensley, Environmental Scientist, Central Valley Regional Water Quality Control Board

DATE: August 22, 2019

Response 1.1

The commenter states that the Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region and each plan must contain water quality objectives and a program implementation for achieving the objectives. The commenter states that Basin Plans are subject to modification, as necessary, and may be amended. Every three years a Basin Plan is reviewed for its completeness.

The Draft IS-MND includes information relating to the applicable Basin Plan and evaluates project impacts related to conflicts with applicable water quality control plans in Section 10, *Hydrology and Water Quality*, on page 67 of the Draft IS-MND. Proposed bicycle facilities would be subject to all regulations contained in the Central Valley Water Board Basin Plan. With adherence to existing regulations contained in the Basin Plan, the project would be consistent with applicable sustainable groundwater management plans and would not impede sustainable groundwater management of the basin as discussed on pages 66 and 67 of the Draft IS-MND.

Response 1.2

The commenter states that all wastewater discharges from the project must comply with the Antidegredation Policy and Antidegredation Implementation Policy contained in the Central Valley Water Board Basin Plan. The commenter states that the environmental review document should evaluate potential impacts to both surface and groundwater quality.

The Draft IS-MND includes information relating to the Central Valley Water Board Basin and evaluates potential impacts from the proposed bicycle facilities to both surface and groundwater quality in Section 10, *Hydrology and Water Quality*, on page 66 of the Draft IS-MND. Proposed bicycle improvement projects would be subject to all regulations contained in the Basin Plan and the Draft IS-MND discusses compliance with applicable water quality regulations. With adherence to existing regulations such as the Clean Water Act and those regulations contained in the Basin Plan, impacts to surface and groundwater quality would be reduced to a less than significant level as discussed on page 66 of the Draft IS-MND.

Response 1.3

The commenter states that the project may result in projects that require a Construction General Permit if projects disturb one or more acres of soil and must develop and implement a Storm Water Pollution Prevention Plan (SWPPP).

The commenter is correct that proposed bicycle improvement projects may require a SWPPP if they are over one ace in size. As stated on page 66 of the Draft IS-MND, "*if any proposed bicycle facility would involve disturbance of an area over one acre in size, it would be required to comply with NPDES Construction General Permit Requirements, which would limit peak post-project runoff levels to pre-project levels. The individual project applicant would also be required to prepare a Storm*

Water Pollution Prevention Plan (SWPPP), a sediment and erosion control plan that describes the activities to prevent stormwater contamination, control sedimentation and erosion, and comply with the requirements of the statewide permit."

Response 1.4

The commenter states that Phase I and II Municipal Separate Storm Sewer System (MS4) permits that require the Permittees to reduce pollutants and runoff flows from new development and redevelopment may be required for the project.

The commenter is correct that individual proposed bicycle improvement projects may require Phase II MS4 permits to reduce pollutants and runoff flows. As stated in Section 10, *Hydrology and Water Quality,* on Page 66 of the Draft IS-MND, "*Napa County and its incorporated cities, as municipal permittees under the National Pollutant Discharge Elimination System (NPDES) Permit and General Permit (Order Number 2013-001), are required to implement a Storm Water Management Plan that describes Best Management Practices (BMPs), measurable goals, timetables for implementation, and to implement the current Phase II Municipal Separate Storm Sewer System (MS4) permit requirements. Under the MS4 Permit, Napa County and its co-permittees must require construction projects to implement BMPs where feasible to capture and treat stormwater prior to discharge to stormwater facilities*." Proposed bicycle improvement projects would be required to comply with the City's MS4 permit requirements to reduce runoff and stormwater contamination.

Response 1.5

The commenter states that an Industrial Storm Water General Permit may be required for projects that include discharges at industrial sites.

The project would result in proposed bicycle improvements and would not result in industrial discharge. Therefore, the project would not include discharge at an industrial site and would not require an Industrial Storm Water General Permit.

Response 1.6

The commenter states that if the project would involve the discharge of dredge and fill material in navigable waters or wetlands may require a Section 404 permit from the United States Army Corps of Engineers (USACOE) and permit application review by the Central Valley Regional Water Quality Control Board.

Individual bicycle projects may involve the discharge of dredge and fill material in wetlands. As stated in Section 4, *Biological Resources*, on Page 36 of the Draft IS-MND, "*bicycle projects listed in the NCBP may be located in or adjacent to the Napa River and several creeks and drainages. Implementation of 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…A formal Jurisdictional Delineation would be required to support Clean Water Act and Sections 1600-1616 permitting for projects that could directly impact U.S. Army Corps of Engineers, CDFW, or RWQCB jurisdictional areas. If it is determined that a bicycle project would impact such resources, the appropriate permits under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the FGC would be required.*" Mitigation Measures BIO-3 through BIO-5 on pages 34 and 35 of the Draft IS-MND would ensure vegetation mapping/jurisdictional delineations, protection of sensitive

natural communities, and compensatory mitigation, if necessary, and would reduce impacts to a less than significant level.

Response 1.7

The commenter states that if the proposed project would involve a USACOE permit or any other federal permit then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities.

Please see Response 1.6. If individual bicycle improvement projects would require federal permits they would obtain a Water Quality Certification from the Central Valley Water Board.

Response 1.8

The commenter states that if USACOE determines that only non-jurisdictional waters of the State are present in the project area then the proposed project may require a Waste Discharge Requirement (WDR) permit issued by the Central Valley Water Board.

Please see Response 1.6. If individual bicycle improvement projects would discharge into non-jurisdictional waters of the State they would obtain WDR from the Central Valley Water Board.

Response 1.9

The commenter states that the regulation of a septic system may be regulated under the local agency's management program.

The project would implement bicycle improvements and would not involve use of a septic system. This comment is noted and does not conflict with or challenge the analysis and conclusions of the Draft IS-MND.

Response 1.10

The commenter states that if the project includes construction or groundwater dewatering to be discharged on land, the project proponent may apply for coverage under State Water Board General Water Quality Order 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements R5-2013-0145.

The commenter is correct that the individual bicycle improvement projects may require coverage under State Water Board General Water Quality Order 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements R5-2013-0145 for groundwater. The Draft IS-MND discusses the NPDES permit and water quality requirements discussed in Section 10, *Hydrology and Water Quality,* on page 66. Please also see Response 1.4.

Response 1.11

The commenter states that if the project would be used for commercial irrigated agriculture, the discharger would be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program with one of the following options: obtain coverage under a coalition group or obtain coverage under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.

The project would not be used for commercial irrigated agriculture, but would implement bicycle improvements across Napa County. The project would not require coverage under the Irrigated Lands Regulatory Program.

Response 1.12

The commenter states that if the project requires construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the project would require coverage under a NPDES permit.

The commenter is correct that individual bicycle improvement projects would require coverage under a NPDES permit for discharge of groundwater. As stated in Section 10, *Hydrology and Water Quality,* on Page 66 of the Draft IS-MND, "*Napa County and its incorporated cities, as municipal permittees under the National Pollutant Discharge Elimination System (NPDES) Permit and General Permit (Order Number 2013-001), are required to implement a Storm Water Management Plan that describes Best Management Practices (BMPs).*" Please also see Response 1.4.

Response 1.13

The commenter states that if the project discharges waste that would affect water quality of the waters of the State, other than into a community sewer system, the project would require coverage under a NPDES permit.

The commenter is correct that individual bicycle improvement projects would require coverage under a NPDES permit for discharge of waste that may affect water quality. The Draft IS-MND discusses the NPDES permit and requirements in Section10, *Hydrology and Water Quality,* on pages 66 and 67. In addition, as stated in Response 1.9, the project would not require use of a septic system. Please also see Response 1.4.

Letter 2

August 29, 2019

Ms. Diana Meehan
Senior Transportation Planner
Napa Valley Transportation Authority
625 Burnell Street Napa, CA 94559

Subject: 2019 Napa Bike Plan Draft ISMND

Dear Ms. Meehan:

Thank you for the opportunity to comment on the above referenced document. The San Francisco Bay Trail is a planned 500-mile trail around the entire San Francisco Bay designed for cyclists and pedestrians to enjoy as a car-free means of transportation and/or recreation. 356 miles of trail are complete and in place today, including 18 of 27 miles in Napa County. The Bay Trail has provided grant assistance to ten planning, design and construction projects totaling $1.4 million in Napa County since 2001.

Bay Trail Alignment Missing From Maps & Tables

The importance of capturing the entire planned and existing Bay Trail alignment in the Bike Plan cannot be overstated as it serves as the guiding document for future trail implementation.

Pg 6, Figure 4: Existing and Proposed Bicycle Facilities in the City of Napa. This figure is missing the Bay Trail alignment east of Devlin Road, adjacent to the Napa River on Napa Sanitation District Lands. This is a planned route that was included in the 2012 Plan and needs to be captured here for an accurate representation of the Bay Trail alignment in Napa. 2.1

Page 8, Figure 6: Existing and Proposed Bicycle Facilities in Napa County. This figure needs a callout box in the City of Napa and City of American Canyon areas as it is impossible to decipher in its current state. It is clear, however, that the Bay Trail alignment between Green Island Road and the Butler Bridge is once again missing. Shapefiles and PDF maps have been provided to the NVTA and Toole Design on multiple occasions with this important segment of regional trail continually dropped. 2.2

Appendix A: Proposed Bicycle Improvement Projects. The Napa River/Bay Trail planned alignment between Green Island Road and the Butler Bridge is missing from this list. This is a planned trail along levees around Ponds 9 and 10 and around Napa Sanitation District Ponds. 2.3

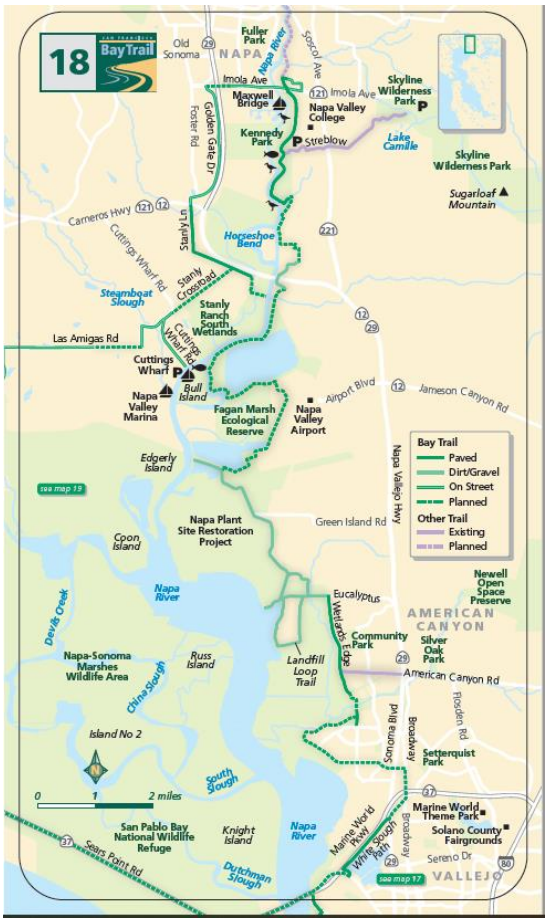
Figure UNC 24 from the Draft Napa Bike Plan on page 224 is a "Map of Proposed Regional Trails in Napa County-South" which accurately depicts the Bay Trail alignment, but this map is missing from the IS/MND. Inclusion of this map in the ISMND, in addition to the aforementioned corrections to Figures 4 and 6 and to Appendix A will address this issue. The graphic on the next page shows the Bay Trail alignment in Napa County. 2.4

Thank you for your attention to this important matter. We hope that these minor but crucially important errors can be addressed with relative ease prior to any further action on this document.

Sincerely,

Maureen Gaffney
Principal Planner
SF Bay Trail/Water Trail Programs
MTC/ABAG

Cc: John Woodbury, Napa County Regional Parks and Open Space District
Barry Christian, Friends of the Napa River
Creighton Wright, City of American Canyon
Jason Holly, City of American Canyon
John Coates, City of Napa
Laura Thompson, MTC/ABAG



Letter 2

COMMENTER: Maureen Gaffney, Principal Planner, SF Bay Trail/Water Trail Programs

DATE: August 29, 2019

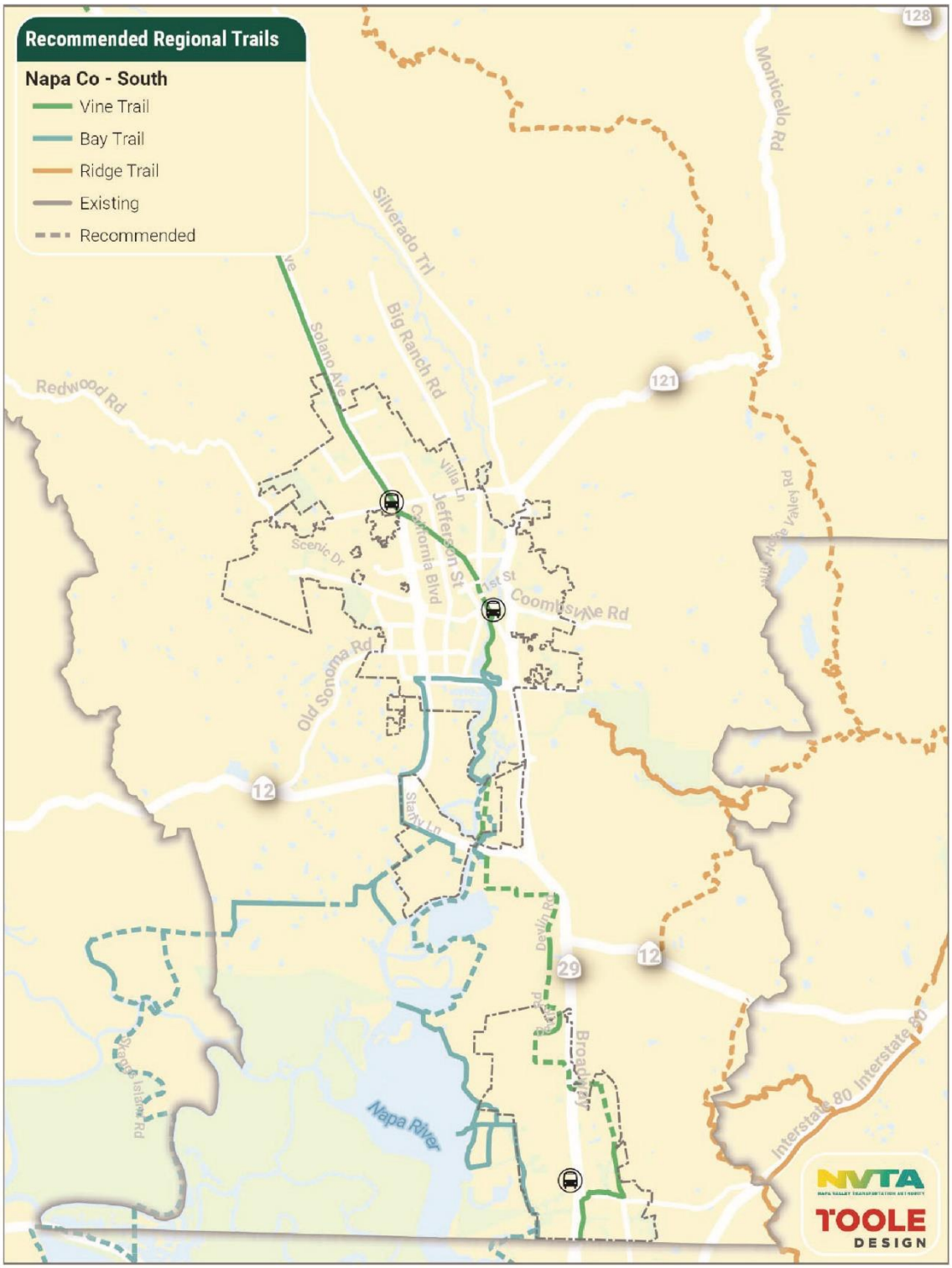
Response 2.1

The commenter states that Figure 4 on page 6 of the Draft IS-MND is missing the Bay Trail alignment east of Devlin Road and should be included to capture an accurate representation of the Bay Trail alignment in Napa.

The Bay Trail alignment is shown on a separate map set that outlines regional trails in Napa County, as shown in the countywide section of the Plan. The decision to include the Bay Trail on separate maps was made to prevent overcrowding of the number of trails on the figure. In addition, including the Bay Trail on a separate map set allows for the differentiation between paved and unpaved trails within the planned network because both are labeled as shared use paths. To incorporate the Bay Trail into the IS-MND figures the locations where shared use path recommendations of the NCBP are coincident with the Bay Trail are shown on Figure 4 of the IS-MND. Therefore, although the entire Bay Trail is not shown in Figure 4 of the IS-MND proposed portions/extensions of the Bay Trail and proposed Bay Trail connection projects included in the Plan project list are analyzed programmatically throughout the IS-MND. A new figure, Figure 8, has been added to the Final IS-MND to show regional trail connections and recommendations in Napa County including the Bay Trail. Pages 3 and 6 of the Final IS-MND has been updated with the following:

> Table A-1 in Appendix A presents the NCBP's full list of individual projects, sorted by jurisdiction. 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. Figure 2 through Figure 7 show the location of each project by jurisdiction. Figure 8 shows recommended regional trails. The NCBP includes a range of proposed bicyclefacilities, from Class I facilities (multi-use paths) to Class II bikeways (bike lanes), Class IIIbikeways (bike routes and boulevards), and Class IV bikeways (separated bike lanes).

Figure 8 Recommended Regional Trails in Napa County South



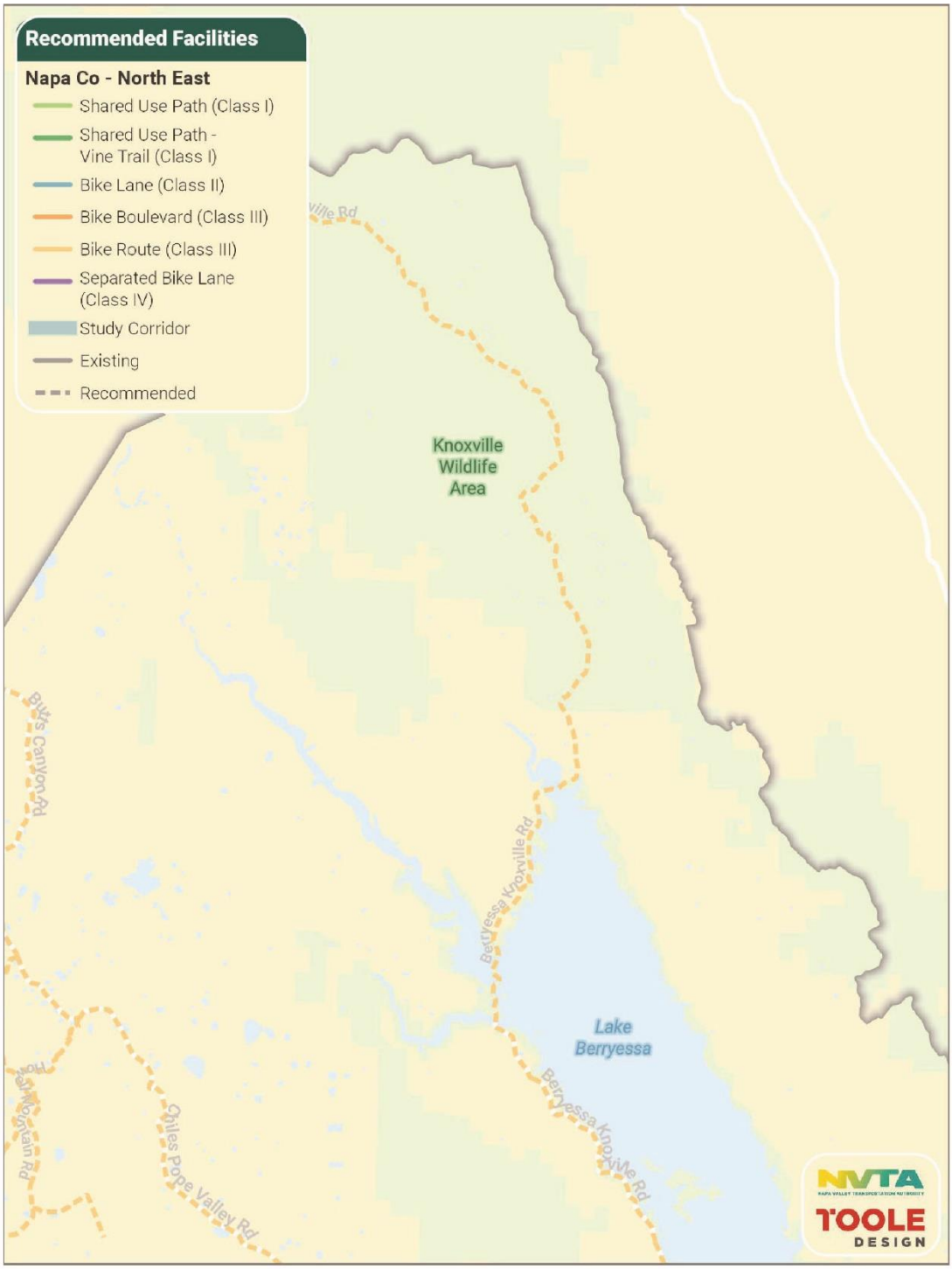
Source: Toole Design

Response 2.2

The commenter states that Figure 6 on page 8 of the Draft IS-MND needs a callout box in the City of Napa and City of American Canyon areas since they are difficult to read, and that the Bay Trail alignment is missing from the figure.

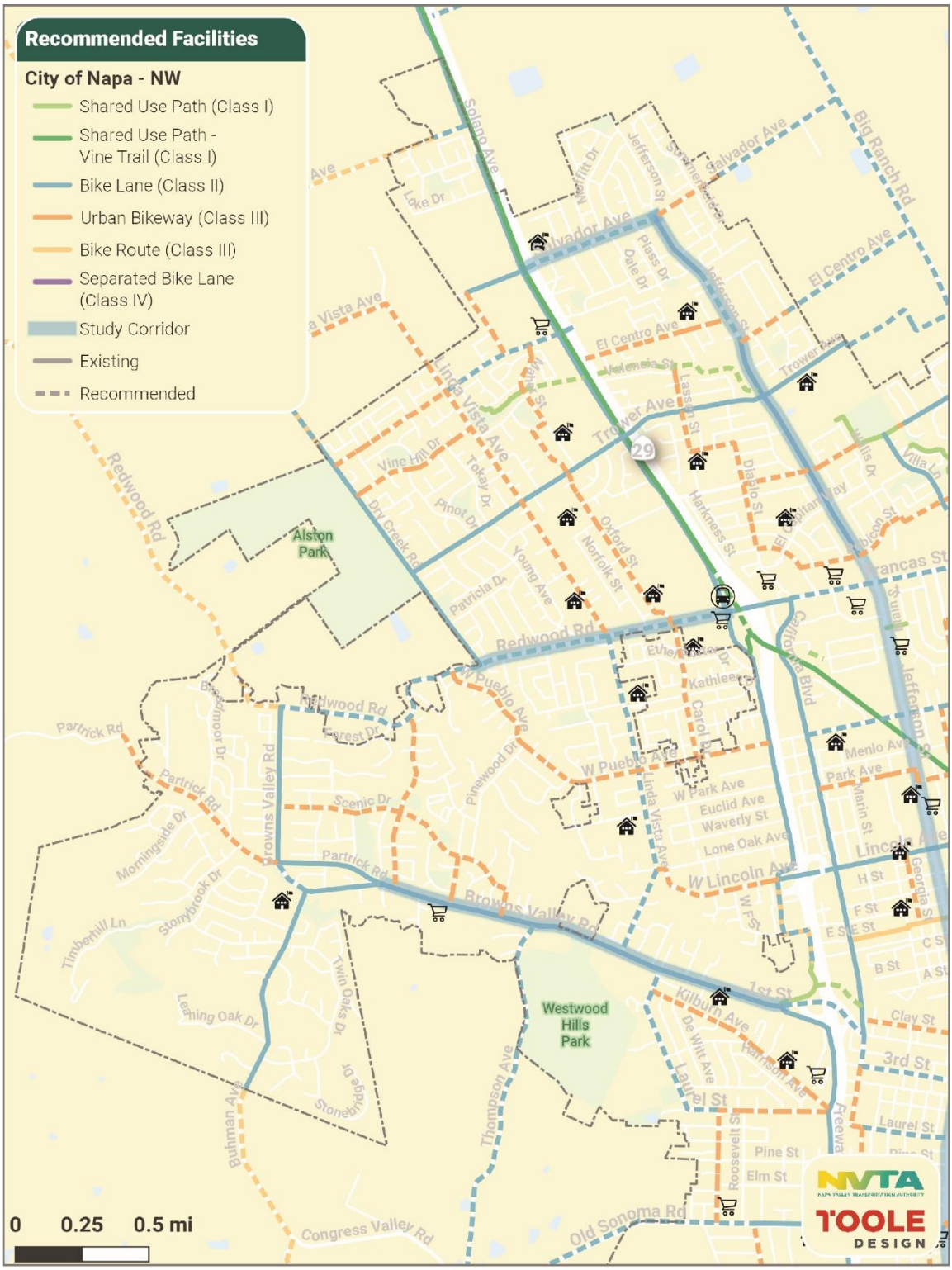
Figure 6 of the IS-MND has been broken down into five new figures that provide a greater level of detail than the all-county figure, as shown below. Please see Response 2.1 in response to the Bay Trail.

Figure 6a Existing and Proposed Bicycle Facilities in Napa County – North East



Source: Toole Design

Figure 6b Existing and Proposed Bicycle Facilities in Napa County – North West



Source: Toole Design

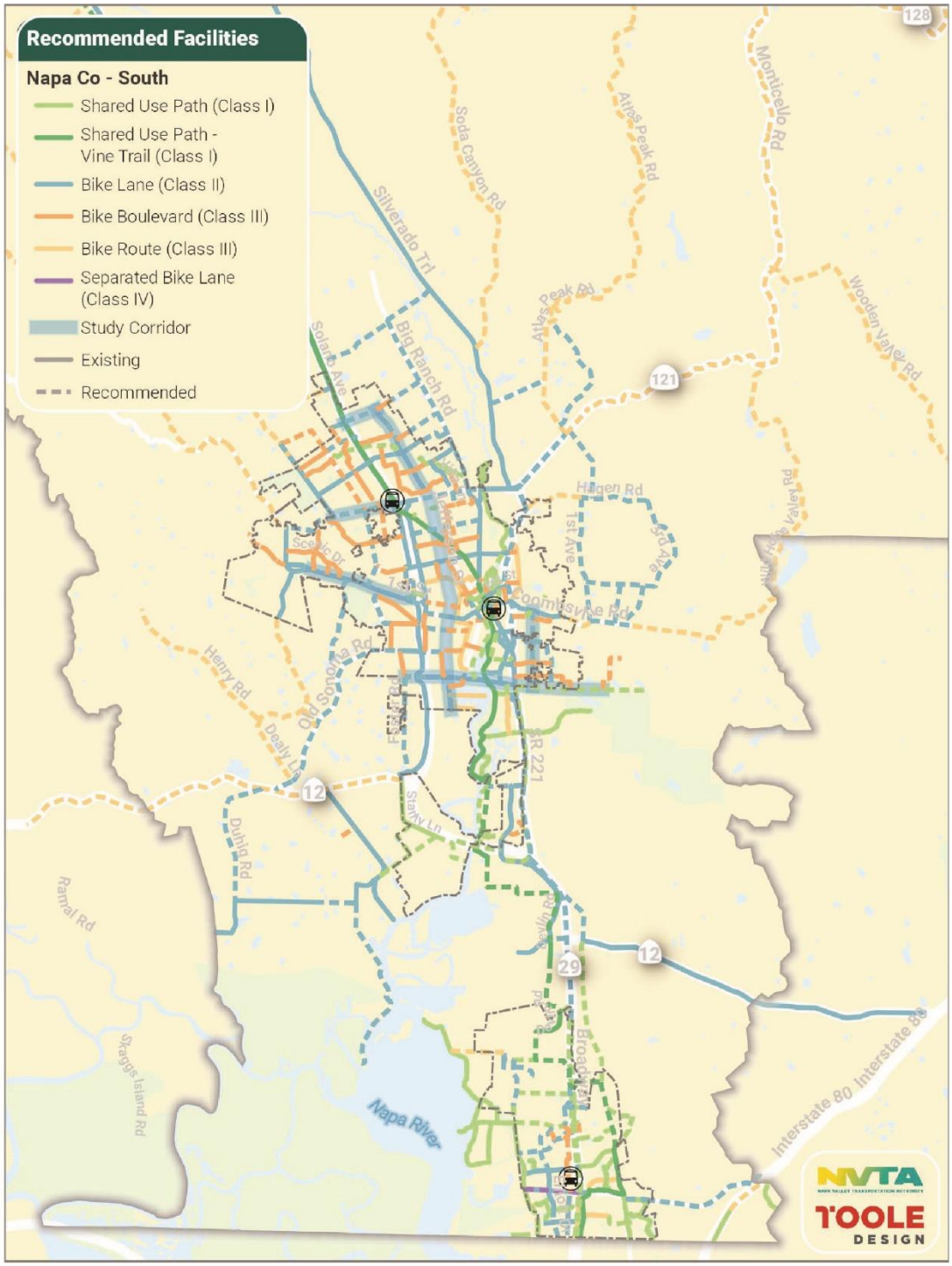
Figure 6c Existing and Proposed Bicycle Facilities in Napa County – Central West

Source: Toole Design

Figure 6d Existing and Proposed Bicycle Facilities in Napa County – Central East

Source: Toole Design

Figure 6e Existing and Proposed Bicycle Facilities in Napa County – South



Source: Toole Design

Response 2.3

The commenter states that Appendix A, Proposed Bicycle Improvement Projects, is missing the Napa River/Bay Trail alignment.

Please see Response 2.1 for a discussion of the Bay Trail in the IS-MND and Plan maps.

Response 2.4

The commenter states that Figure UNC 24 from the Draft Napa Bike Plan should to be added to the IS-MND.

Figure UNC 24 of the Plan shows the proposed bicycle network in the southern portion of Napa County. Figure UNC has been added as Figure 8 to the IS-MND. Please see Response 2.1.

Letter 3

From: Patrick Band
To: Meehan, Diana
Subject: Fwd: SF Bay Trail Comments on Napa Bike Plan ISMND
Date: Monday, September 9, 2019 10:31:47 AM
Attachments: Napa Bike Plan ISMND Draft Comment Ltr 8-29-19.pdf

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Diana -

NCBC has reviewed the Draft IS/MND, and our only comment is to support the comments provided (below) in the letter from the SF Bay Trail. 3.1

We look forward to seeing an updated Countywide Bike Plan going before the NVTA Board soon, and being adopted by our local jurisdictions.

Thanks!

--
Patrick Band
Executive Director, Napa County Bicycle Coalition
O: (707) 258-6318. C: (707) 319-1538
www.NapaBike.org

The Skyline Classic MTB Race is coming back on October 12th!!

---------- Forwarded message ---------
From: **Maureen Gaffney** <mgaffney@bayareametro.gov>
Date: Thu, Aug 29, 2019 at 12:05 PM
Subject: SF Bay Trail Comments on Napa Bike Plan ISMND
To: Meehan, Diana <dmeehan@nvta.ca.gov>
Cc: Laura Thompson <lthompson@bayareametro.gov>, Creighton Wright <cwright@cityofamericancanyon.org>, jholley@cityofamericancanyon.org <jholley@cityofamericancanyon.org>, John Woodbury <John.Woodbury@countyofnapa.org>, jcoates@cityofnapa.org <jcoates@cityofnapa.org>, Barry Christian <barryislearning@comcast.net>, Patrick Band <pband@napabike.org>

Hi Diana,

Attached please find the Bay Trail Project's comments on the Draft ISMND for the Napa County Bike Plan.

Now that the ATAC meeting has been pushed back to September 30, when do you expect the plan to go to your Board for adoption?

Thanks much,

Maureen Gaffney

Letter 3

COMMENTER: Patrick Band, Executive Director, Napa County Bicycle Coalition

DATE: September 9, 2019

Response 3.1

The commenter states their support of the Draft IS-MND and seconds the comments provided by the SF Bay Trail (see comment Letter 2).

Please see responses to comment Letter 2. This comment is noted and does not conflict with or challenge the analysis and conclusions of the Draft IS-MND.

Letter 4

To: Parties of interest

From: Committee member Thomas Hughes of the Active Transportation Advisory Committee (ATAC)

Date: September 8, 2019

Subject: Feedback from review of NVTA Initial Study and Mitigated Negative Declaration for the proposed Napa Countywide Bicycle Plan ("Plan"). As provided by: Diana Meehan, Senior Planner Napa Valley Transportation Authority 625 Burnell Street Napa, CA 94559 E-mail: dmeehan@nvta.ca.gov

Notation of Concerns:

I have only one area of concern that I feel is in need of review. The rest of the data supplied to me for consideration by Diana Meehan, Senior Planner Napa Valley Transportation Authority 625 Burnell Street Napa, CA 94559 E-mail: dmeehan@nvta.ca.gov is outstanding.

There needs to be a reassessment considered for the City of Calistoga's Cedar Street section of the Calistoga bike path plan.

I suggest this include updating and improving the current bike path section stretching from the locally referred to, Cedar Street wooden foot bridge and four foot lighted blacktop path that runs adjacent to a City of Calistoga lot on one side and the Rancho de Calistoga recreational vehicle storage lot on the other then abruptly changes to an 18 inch and sometimes 10 inch bike path section on the remaining/continuing section of Cedar Street from the four foot wide lighted blacktop path.

In effect, this City of Calistoga right-of-way, City Street from this point on, is the bike path causing cyclists to ride on all sides of this City Street in both directions and definitely off the tiny allotted space for the bike path on the Cedar Street right-of-way. 4.1

Adjacent to this street is a large piece of vacant land that could be repurposed for a sterling bike lane development much more suitable to the volume of cyclists overflowing this City right-of-way.

I would like to suggest a consideration be made to upgrade t his section of bike path in this location as there is no accommodation for Goal number 2 the underserved (meaning the 200 plus residents of Rancho de Calistoga Mobile Home Park which is adjacent to this bike path area of concern.

And Goal number 3 is not met under any circumstance under the current access of this bike path for bicyclists. Submitted respectfully on September 8, 2019.

Signed:

Committee member Thomas Hughes of the Active Transportation Advisory Committee (ATAC)

Letter 4

COMMENTER: Thomas Hughes, Committee Member, Active Transportation Advisory Committee

DATE: September 8, 2019

Response 4.1

The commenter notes that the City of Calistoga's Cedar Street section of the Calistoga bike path plan should be reassessed because the bike path causes bicyclists to ride on all sides of the street in both directions. The commenter recommends using the vacant parcel adjacent to the roadway for a bike lane since the existing bicycle lane does not meet Goals 2 and 3 of the Bicycle Master Plan.

The Plan does not include a recommended project on Cedar Street as shown in Appendix A, Project List, of the Draft IS-MND because Cedar Street is an existing bike route. This comment is noted and does not conflict with or challenge the analysis and conclusions of the Draft IS-MND.

Appendix C

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Initial Study – Mitigated Negative Declaration (IS-MND), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Agricultural Resources							
AG-1: Reduction of Construction Related Agricultural Conflicts							
The project sponsor for bicycle facilities located adjacent to agricultural land shall implement the following measures during construction to reduce potential conflicts between construction-related activities and agricultural operations: ▪ Staging areas shall not be placed in or directly adjacent to active agricultural areas and access to staging areas shall not block or inhibit access to existing farmland or farm access roads. ▪ Where feasible, construction adjacent to agricultural areas shall not occur during peak harvest periods. ▪ When construction activities must occur during agricultural harvesting (e.g., to avoid nesting bird season), reasonable access to farmland, as determined by the project sponsor in consultation with affect agricultural property owners, shall be maintained; while precise timing cannot be specified, the project sponsor would endeavor to consult with the farmers as early as feasible in the development of the construction schedule. ▪ The construction contractor shall designate a contact for construction-related complaints. Contact information shall be provided to agricultural operators adjacent to proposed bicycle facilities and shall be posted at construction staging areas. The contractor shall respond to complaints in a timely manner. These measures shall be included in final design plans and implemented by the construction contractor. The project sponsor shall review plans to confirm inclusion of these measures and conduct spot-check monitoring during construction to ensure compliance.	Review final design plans for the inclusion of requirements that place staging areas away from active agricultural areas, restrict construction during peak harvest periods, maintain access to farmland and agricultural areas, and designate a contact for construction-related complaints. Conduct spot-checks during construction activities to ensure compliance.	During review of final design plans, prior to construction, and during construction	Once prior to construction, as needed during construction	The facility project proponent, lead agency and on-site construction manager			
AG-2: Installation of No Trespassing Signs							
The project sponsor for planned segments of the Napa River Trail located adjacent to agricultural lands shall install either Ag	Install Ag Respect signs or “No Trespassing” signs in	Prior to and during operation	Once following	The facility project			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Respect signs produced by the Napa Valley Vine Trail Coalition (informing trail users to stay within trail boundaries) or signs clearly indicating "No Trespassing" at appropriate locations. The project sponsor shall be responsible for ensuring the signs are properly maintained and shall replace signs when they are removed or damaged such that they are no longer legible.	areas adjacent to agricultural land.		construction completion, as needed during operation	proponent, lead agency			
AG-3: Post Notices to Promote Food Safety prior to Operation							
Prior to the opening for public use of proposed multi-use paths adjacent to agricultural lands, the project sponsor shall post notices of ongoing agricultural activities along trail alignments, at least every mile, in addition to posting notices at individual trail entrances. The location of the notices posted along each trail shall be identified by the project sponsor in consultation with affect agricultural property owners. At minimum, the signs shall state that users of multi-use paths are required to use restroom facilities in consideration of food hygiene issues on adjacent agricultural lands.	Consult with affected agricultural property owners on notice locations. Post notices of ongoing agricultural activities along trail alignments.	Prior to operation	Once	The facility project proponent, lead agency			
Biological Resources							
BIO-1: Biological Resources Screening and Assessment							
Prior to final design approval of individual projects involving ground disturbance of natural habitat and/or vegetation trimming and/or removal of vegetation, the project sponsor shall have a qualified biologist conduct a biological analysis of the environmental limits of the project to identify biological constraints and potential impacts to sensitive biological resources from the project, including potential impacts to special-status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities and protected trees. For those projects where ground disturbance would not affect natural habitat (i.e., work is limited to paved, ruderal, or developed areas only), a desktop analysis to identify any biological constraints for the project may be sufficient. This analysis shall include queries of agency databases such as the CNDDB, the California Native	Retain a qualified biologist to conduct a preliminary biological analysis of constraints and impacts. If determined the project has potential to impact biological resources, the individual project lead agency shall avoid, minimize, or mitigate impacts.	During individual design review, prior to construction	Once	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), USFWS Critical Habitat Portal, and USFWS National Wetlands Inventory (NWI) as well as other relevant literature for baseline information on special-status species and other sensitive biological resources occurring at the individual project site and in the immediate surrounding area. The qualified biologist shall determine, based on the nature of construction activities, if a field reconnaissance is necessary for such projects to completely assess biological constraints. If the biologist identifies protected biological resources within the limits of and/or potentially adversely affected by the project, the project sponsor 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 project sponsor shall have the qualified biologist identify the specific impacts to special-status species, develop project-specific avoidance and mitigation procedures to be followed to reduce biological impacts to a less-than-significant level, identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, National Marine Fisheries Services [NMFS], California Department of Fish and Wildlife [CDFW], U.S. Army Corps of Engineers) 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:							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▪ 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, the project sponsor shall incorporate one or more of the following construction Best Management Practices (BMPs) as recommended by a qualified biologist 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	Incorporate into all grading and construction plans BMPs to minimize impacts to biological resources	During individual design review, prior to issuance of grading permits	Once	The facility project proponent, lead agency and on-site construction manager			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▪ 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							
BIO-3: Vegetation Mapping/Jurisdictional Delineation							
Prior to approval of any individual project involving ground disturbance, the project sponsor 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 U.S. Army Corps of Engineers for verification.	Retain a qualified biologist to assess sensitive natural communities and perform wetland delineation.	During individual design review	Once	The facility project proponent, lead agency			
BIO-4: Riparian or Other Sensitive Natural Communities							
If riparian or other sensitive natural communities are found within the project limits, the project sponsor shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the project sponsor shall minimize the loss of riparian vegetation by trimming rather than removal where feasible. Trimming riparian vegetation may require a CDFW Lake or Streambed Alteration Agreement. Prior to construction, the project sponsor 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	If applicable, redesign project to avoid impacting sensitive natural communities. Install temporary fencing to protect such areas from construction activity. Stabilize exposed soil/ slopes.	During individual design review During construction	Once Once	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
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 bicycle 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 project sponsor 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	Include project-specific measures to mitigate impacts at a minimum ratio of 2:1 in project plans.	During individual design review, prior to project construction	Once	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
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 two acres restored, created, and/or preserved for every one acre disturbed. Compensation may comprise on-site restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The project sponsor 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.	Include a restoration plan meeting all requirements.						
BIO-6: Wildlife Movement Design Measures							
Prior to design approval of individual projects that contain wildlife movement habitat, the project sponsor shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife to move through any project area and allow breeding both during construction activities and post-construction. Design measures shall be developed on a project-by-project basis and reviewed by a qualified biologist and appropriate regulatory agencies (i.e., USFWS, NMFS, CDFW) to ensure their efficacy. 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 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	Retain a qualified biologist to consult with appropriate regulatory agencies and identify project-specific measures to avoid and minimize impacts to wildlife movement corridors. Include these measures in the project plans.	During individual design review and during final plan check.	Once	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▪ Protection of known spawning and amphibian breeding areas							
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.	Require tree removal permits. Retain a certified arborist to develop a tree protection and replacement plan, including measures to protect trees and mitigate impacts, such as implementing annual monitoring of tree plantings.	Prior to construction activities During operation	Once Annually for a minimum of seven years or until stasis is achieved	The facility project proponent, lead agency			
Cultural Resources							
CR-1: Study of Archaeological Resources							
The sponsor of a bicycle project listed in the NCBP that involves earth disturbance below the existing road base or on previously undisturbed ground, or the installation of pole signage, lighting, or other above-ground structures, 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	Place conditions of approval on projects involving earth disturbance below the existing road base or on previously undisturbed ground.	During individual project permitting	Once	The facility project proponent lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
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 Office of Historic Preservation. 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 a proposed bicycle facility requires the presence of an archaeological monitor, the project sponsor shall ensure that a certified archaeologist, as applicable, monitors the grading and/or other initial ground-altering activities. If cultural resource remains are encountered during construction or land modification, the construction manager shall ensure that all ground disturbance activities are stopped,	Place conditions of approval on projects to ensure that a certified archaeologist monitors the grading and/or other ground altering activities.	During individual project permitting During construction	Once As needed depending on the grading schedule	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
and the qualified archaeologist shall assess the nature, extent, and potential significance of any cultural remains. 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.			and/or extent of the ground alterations				
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.	Place conditions of approval on projects to ensure that materials recovered are adequately cleaned, labeled, and curated at a recognized repository.	During individual project permitting	Once	The facility project proponent, lead agency			
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 National Register of Historic Places guidelines (Phase III studies) ▪ Relocating structures per National Register of Historic Places 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.	Place applicable conditions of approval on projects to ensure mitigation for potential impacts includes requirements.	During individual project permitting	Once	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
CR-5: Discovery of Human Remains							
If human remains are found during earth-disturbing activities for a bicycle project listed in the NCBP, 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. The Most Likely Descendant 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.	Place conditions of approval on projects to ensure avoidance of disturbance of human remains and notification County Coroner and NAHC.	During individual project permitting	Once	The facility project proponent, lead agency			
Geology and Soils							
G-1: Slope Stabilization							
If a bicycle project is located in areas of bedded or jointed bedrock with a high landslide risk, the project sponsor shall ensure that the project is designed and constructed to the latest geotechnical standards to minimize the landslide risk. In most cases, this will necessitate a site-specific slope stabilization study conducted by a qualified geotechnical expert. The project sponsor shall implement stabilization methods recommended in the site-specific studies for individual projects.	Place conditions of approval on applicable projects to ensure slope stabilization studies are conducted and slopes are stabilized.	During individual design review	Once	The facility project proponent, lead agency			
G-2: Expansive Soils							
If a bicycle facility project listed in the NCBP 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	Place conditions of approval on projects to minimize hazards from expansive soils.	During individual design review	Once	The facility project proponent lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
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.							
G-3: Paleontological Resources Studies							
The following Implementation Program shall be added to the Napa Countywide Bicycle Plan: The Napa Valley Transportation Authority shall require the following specific measures for individual bicycle projects that could disturb geologic units with high paleontological sensitivity: 1. **Retain a Qualified Paleontologist**. Prior to any excavations, a qualified paleontologist shall be retained to review all project plans where ground disturbance is expected to exceed five feet below ground surface, as well as areas mapped as Pleistocene deposits at the surface, to determine if paleontologically sensitive units could be impacted. A qualified professional paleontologist is defined by the SVP standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010). 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 a paleontologically sensitive unit could be impacted, then the subsequent mitigation measures provided here shall be followed as a minimum standard. a. The qualified professional paleontologist shall direct all mitigation measures related to paleontological resources and design a Paleontological Resources Mitigation and Monitoring Program (PRMMP) for the	Place conditions of approval on projects that could disturb geologic units with high paleontological sensitivity, including retaining a qualified paleontologist, conducting worker awareness training, conduct paleontological monitoring, prepare and curate recovered fossils, and complete a final paleontological mitigation report.	During individual project permitting	Once	The facility project proponent lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
project, which outlines the procedures and protocol for conducting paleontological monitoring and mitigation. Monitoring shall be conducted by a qualified paleontological monitor who meets the minimum qualifications per standards set forth by the SVP. The PRMMP 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.							
2. **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the qualified paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall attend.							
3. **Paleontological Monitoring**. Paleontological monitoring should be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) in previously undisturbed sediments with high paleontological sensitivities including Pleistocene alluvial deposits and Holocene deposits (not including artificial fill) when excavations exceed 5 ft below ground surface. a. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and							

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salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a paleontological resources monitor. The duration and timing of the monitoring will be determined by the qualified paleontologist and the location and extent of proposed ground disturbance. If the qualified paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely.							
b. **Fossil Discoveries**. In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:							
c. **Salvage of Fossils**. If fossils are discovered, all work in the immediate vicinity should be halted to allow the paleontological monitor, and/or lead paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the qualified paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the project. 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 should 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. If fossils are							

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discovered, the qualified paleontologist (or paleontological monitor) shall recover them as specified in the project's PRMMP. 4. **Preparation and Curation of Recovered Fossils**. Once salvaged, significant fossils should 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 UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist. 5. **Final Paleontological Mitigation Report**. Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should 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. The report shall be submitted to the Napa Valley Transportation Authority. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.							
Hazards and Hazardous Materials							
HAZ-1: Hazardous Material Sites Investigation and Remediation							
Prior to construction of any bicycle facility project 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-	Require lists of hazardous materials sites to be searched. Place conditions of approval on applicable projects to investigate and, if necessary,	During individual design review	Once	The facility project proponent, lead agency			

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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.	remediate hazardous material sites.						
Noise							
N-1: Noise Reduction Measures Near Residences							
Sponsors of bicycle projects shall ensure that, where residences or other noise-sensitive uses are located within 500 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.	Place mitigation measures or conditions of approval on applicable projects for noise reduction consistent with local noise ordinance requirements.	During individual design review	Once	The facility project proponent, lead agency			
N-2: Noise Control 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).	Ensure that equipment and trucks use best available noise control techniques	During individual design review	Once	The facility project proponent, lead agency			
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.	Ensure that equipment is hydraulically or electrically powered; that an exhaust muffler is used; that external jackets on impact equipment is used; or quieter procedures are used, when feasible and applicable.	During individual design review	Once	The facility project proponent, lead agency			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
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N-4: Stationary Noise Sources							
Project sponsors shall locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors shall be adequately muffled.	Locate stationary noise sources away from sensitive receptors or muffle these sources.	During construction	Once, as needed	The facility project proponent, lead agency			
Tribal Cultural Resources							
TCR-1: Unanticipated Discovery of Tribal Cultural Resources							
In the event that archaeological resources of Native American origin are identified during the construction of individual bicycle projects, all earth-disturbing work near the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. The qualified archaeologist shall consult with the City to conduct appropriate Native American consultation procedures. As part of this process, it may be determined that archaeological monitoring may be required by a Native American monitor. This determination shall be made at the discretion of the construction period archaeological monitor, and in coordination with the project sponsor.	Halt earth-disturbing work near discovered tribal cultural resources. Retain an archaeologist to evaluate the find, consult with the City to coordinate consultation, and determine what archaeological monitoring or other measures are required.	During construction	As needed	The facility project proponent, lead agency and construction manager			