# Napa County
# Devlin Road/Soscol Ferry Road Roundabout Project

## Initial Study / Proposed Mitigated Negative Declaration

**July 16, 2021**

**Initial Study/Proposed Mitigated Negative Declaration**

# Napa County

# Devlin Road/Soscol Ferry Road Roundabout Project

**Prepared for:**

Napa County
1195 Third Street
Napa, CA 94559

**Prepared by:**

GHD Inc.
2235 Mercury Way, Suite 150
Santa Rosa, California 95407

**July 16, 2021**

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# 1. Project Information

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|---|---|
| **Project Title** | Devlin Road/Soscol Ferry Road Roundabout Project |
| **Lead Agency Name & Address** | Napa County<br>1195 Third Street<br>Napa, CA 94559 |
| **Contact Person & Phone Number** | Juan Arias, Deputy Director of Public Works<br>(707) 259-8374 |
| **Project Location** | The project would be located at the intersection of Devlin Road and Soscol Ferry Road in Napa County. |
| **Project Sponsor's Name & Address** | Napa County<br>1195 Third Street<br>Napa, CA 94559 |
| **General Plan Land Use Designation** | Devlin Road and Soscol Ferry Road have no specific General Plan designation. Land use designations for properties adjacent to the project site include Industrial, Public-Institutional, and Agriculture, Watershed, & Open Space. |
| **Zoning** | Devlin Road and Soscol Ferry Road do not have zoning designations. Zoning designations for properties adjacent to the project site included General Industrial-Airport Compatibility (GI-AC) and Industrial Park-Airport Compatibility (IP-AC). |

## 1.1 Introduction and CEQA Requirements

Napa County (County), serving as the California Environmental Quality Act (CEQA) Lead Agency, has prepared this Initial Study to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the Napa County Devlin Road/Soscol Ferry Road Roundabout Project (hereafter referred to as the "project"). The County is planning to improve the existing Devlin Road/Soscol Ferry Road intersection by installing a roundabout. The project is currently programmed for CEQA adoption in summer 2021.

The purpose of this Initial Study is to provide a basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration. This Initial Study has been prepared to satisfy the requirements of CEQA (Public Resources Code, Div 13, Sec 21000-21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387). Section 15063(d) of the State CEQA Guidelines states the content requirements of an Initial Study as follows:

1. A description of the project including the location of the project;
2. An identification of the environmental setting;

3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
4. A discussion of the ways to mitigate the significant effects identified, if any;
5. An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
6. The name of the person or persons who prepared or participated in the Initial Study.

## 1.2 CEQA Lead Agency Contact Information

The CEQA lead agency for the project is Napa County. The contact person for the County is:

Juan Arias, Deputy Director of Public Works
County of Napa
1195 Third Street
Napa, CA 94559
Email: Juan.Arias@countyofnapa.org
Phone: 707-259-8374

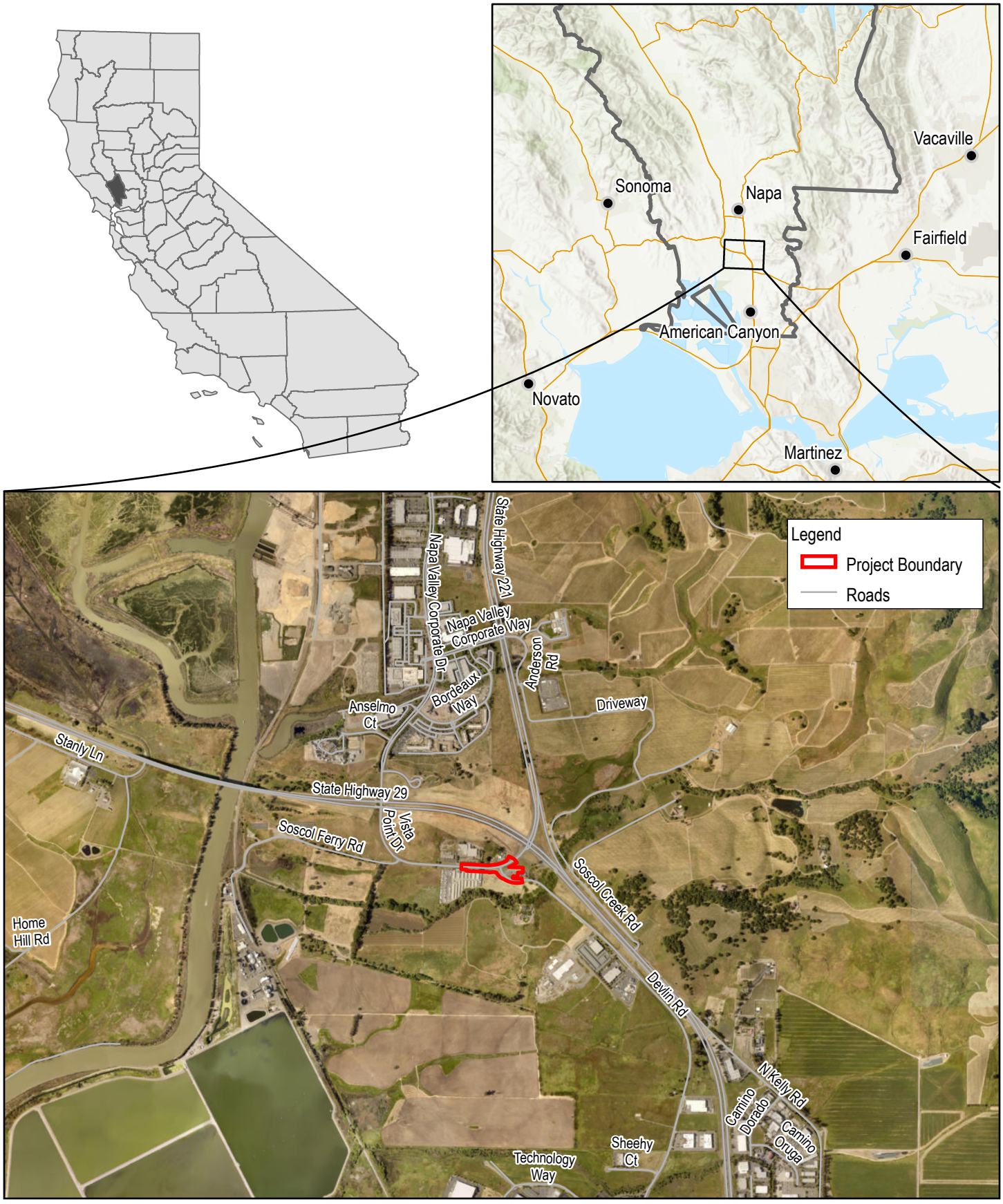
## 1.3 Project Background and Objectives

The existing Devlin Road/Soscol Ferry Road intersection is a heavily trafficked intersection especially during peak AM and PM hours. Most of the congestion is attributed to residents utilizing the interchange at State Route 29 and State Route 221 (Soscol Junction), which is directly to the east. Due to the proximity of the Devlin Road/Soscol Ferry Road intersection to the interchange and the existing congestion observed, the County is concerned about the efficiency and safety of the intersection. The primary objective of the project is to maximize the existing infrastructure to efficiently convey traffic safely through the interchange. Additionally, the project would seek to improve operations, reduce delay, and enhance mobility for all modes of transportation.

## 1.4 Project Description

### 1.4.1 Project Location and Site Description

The project site is located within the southern portion of Napa County, California, at the intersection of Devlin Road and Soscol Ferry Road (see Figure 1-1, Vicinity Map and Figure 1-2, Proposed Project). Soscol Ferry Road has shoulders generally varying from 5-feet to 8-feet wide. There are no sidewalks along either side of Soscol Ferry Road or Devlin Road. Devlin Road is a County-owned facility that is classified as a two-lane arterial. There is no posted speed limit. Class II bike lanes are currently provided on Devlin Road. Adjacent land uses include residential uses to the north, a commercial property to the southeast, and a vacant parcel to the southwest. Soscol Junction is located directly east of the proposed project site. No sidewalk or pedestrian refuges are located within the general project area. The existing project site is generally a developed roadway, with some undeveloped adjacent areas. These areas are dominated by ruderal non-native grasses and forbs that are typical of a roadway shoulder area. The ruderal grassland areas are mowed and maintained. Other portions of the area adjacent to the existing roadway are landscaped with ornamental species. An ephemeral drainage is also located along the northern boundary of the site.

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GHD

**Napa County Dept of Public Works**
**Devlin Road-Soscol Ferry Road**
**Intersection Roundabout Project**

Project No. **11222323**
Revision No. **-**
Date **Feb 2021**

## Vicinity Map

# FIGURE 1-1

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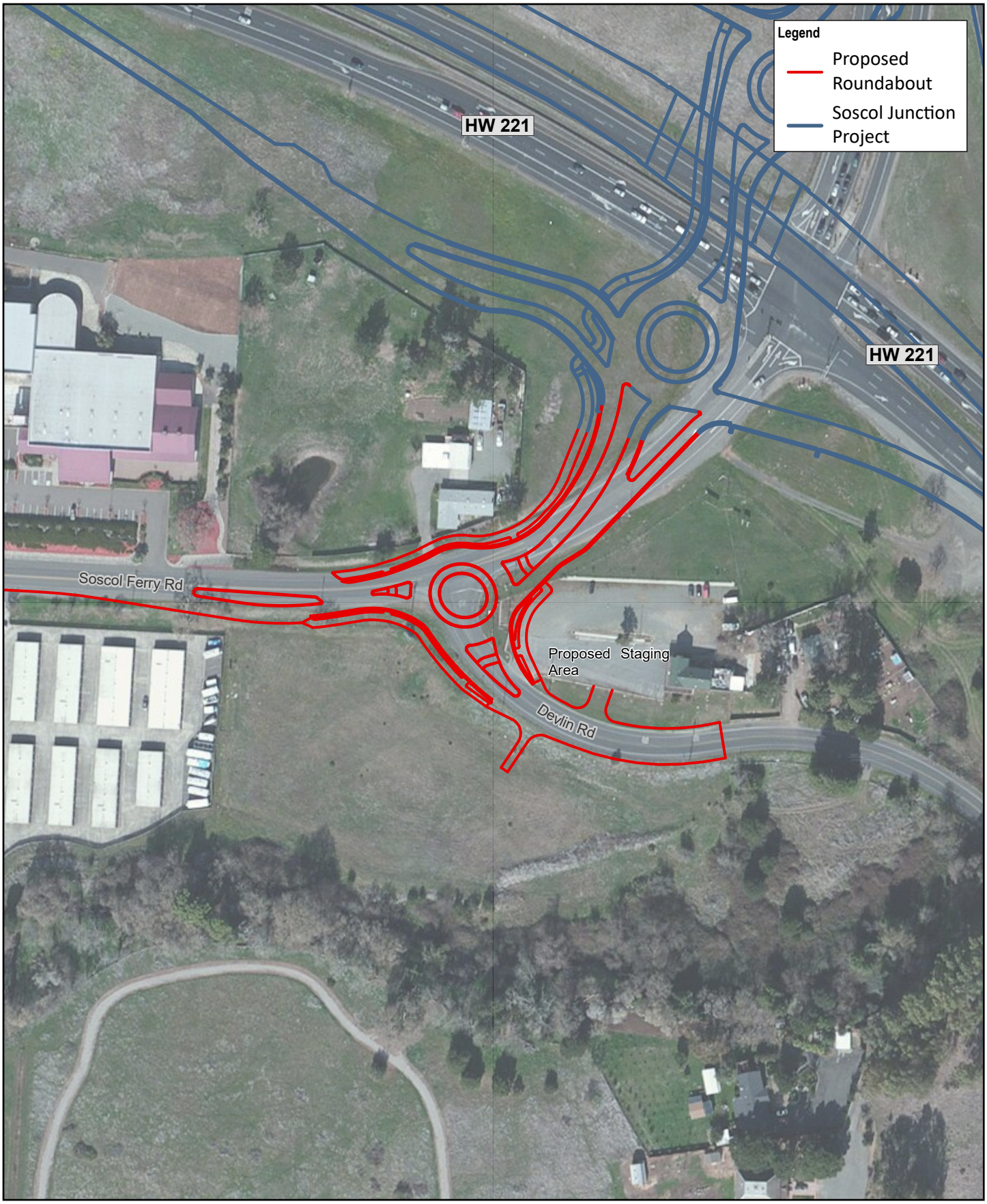
Data source: World Topographic Map - labelless: County of Napa, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS; World Imagery: The County of Napa, USDA FSA, GeoEye, Maxar; World Hillshade: Esri, CGIAR, USGS. Created by: zporteous

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Map Projection: Lambert Conformal Conic
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GHD

**Napa County Dept of Public Works**
**Devlin Road-Soscol Ferry Road**
**Intersection Roundabout Project**

Project No. **11222323**
Revision No. **-**
Date **7/13/2021**

## Proposed Project

# FIGURE 1-2

\\ghdnet\ghd\US\Roseville\Projects\561\11222323\GIS\Maps\Deliverables\11222323.aprx - 11222323_02_ProjectArea
Print date: 13 Jul 2021 - 09:01

Data source: World Imagery (Clarity): Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. Created by: zporteous

### 1.4.2 Environmental Setting

The project site is located within Napa County in the southern portion of the Napa Valley. Direct access to the project site is provided from SR 221 and SR 29. SR 221/Napa-Vallejo Highway is a major north-south four-lane highway beginning at its junction with SR 29 in southern Napa and continuing north of Imola Avenue, where it becomes Soscol Avenue. SR 29 is similarly a north-south highway beginning at its junction with Highway 37 to the south and continuing north.

The project site is located within the San Francisco Bay Area Air Basin and is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The San Francisco Bay Air Basin is currently designated as non-attainment for the state standards for 8-hour and 1-hour ozone, 24-hour and annual PM10, and annual PM2.5, as well as for the national standards for 8-hour ozone and 24-hour PM2.5.

The project site is located within the Napa River watershed, and a drainage that discharges to Suscol Creek is located along the northern boundary of the project site. The Suscol Creek is an intermittent to perennial stream located approximately 450 feet south of the project site. Ultimately Suscol Creek flows into the Napa River downstream. The area of proposed improvements is not located within a mapped 100-year or 500-year flood zone (FEMA 2020).

The project area is underlain by the Napa Valley Groundwater Subbasin, which is designated by the State of California Department of Water Resources as having a high priority ranking (SGMA 2021). The project area is not located within an active Alquist-Priolo earthquake fault zone and no other active or potentially active faults have been mapped within the area.

### 1.4.3 Project Characteristics

The proposed project would construct a three-legged roundabout at the Devlin Road/Soscol Ferry Road intersection in Napa County. Additional improvements would include the installation of a multi-modal pathway and pedestrian crossings, as well as restriping and landscaping.

#### Roundabout

The existing Devlin Road/Soscol Ferry Road intersection is a two-way stop-controlled intersection. The project would convert the intersection into a modern, yield -controlled, single-lane, three-legged roundabout designed to accommodate future traffic forecasts. The roundabout would cap speeds at 25 miles per hour. Splinter islands would be installed at all three of the entrance/exit points.

#### Pathway and Pedestrian Crossings

The project would install a 10-foot shared-use path to convey pedestrian and bicycle traffic through the intersection. The path would provide the opportunity for cyclists to exit the bicycle lane via a bicycle ramp and navigate the intersection on the shared-use path and through the crosswalks. Cyclists would also have the option to exit the bicycle lane and enter the roadway to ride with vehicle traffic through the roundabout.

Crosswalks would be located at each of the three access points of the roundabout and would be split into two separate crossings through the provision of the pedestrian refuges at the splitter islands. These two-stage crossings would reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time.

Pedestrian crossings would be a minimum of one car length from the circulatory roadway, and the pedestrian refuges at the splitter islands would be at least six feet wide, consistent with the National Cooperative Highway Research Program (NCHRP) Guide.

### Utility Relocations

The project may require relocation of the PG&E overhead electric lines and the relocation of AT&T or ZAYO overhead fiber optic lines.

### Lighting

The project would provide enhanced lighting to improve roadway visibility for drivers during nighttime hours. Approximately 12 lights are anticipated to be installed at roundabout approaches and where conflict areas exist between different users. The electroliers would be supported on a cast-in-drilled-hole concrete pile (with a typical diameter of 2.5 feet and length of five feet). New conduits, trenching, and power service connections would be required to install lighting. Lighting upgrades would also be made to the shared use path adjacent the roundabout.

Existing local guide signs, warning signs, and regulatory signs will be removed and replaced. Additional guide signs would be placed per the California Manual on Uniform Traffic Control Devices (CA MUTCD). No overhead signs anticipated for this project.

### Additional Improvements

The project would include irrigated landscaping that utilizes plant material and mulch to establish an attractive landscape that would provide biological and water quality remediation (revegetation and bioswales) and adhere to safety requirements. Plant material would be low maintenance, drought tolerant, appropriate for the region, and selected for unique physical characteristics (size, shape, and color). Irrigation would be via a low volume system that would meet the State required water ordinance. Other ground cover disturbed by the overall project would be seeded or otherwise protected from potential erosion.

### Property Acquisition

Approximately 6,540 square feet (0.15 acre) of right-of-way acquisition is anticipated to be required from five privately-owned adjacent parcels consisting of Assessor Parcel Numbers (APN) 057-170-020, APN 057-170-021-000, APN 057-170-004-000, APN 057-170-015-000 , and APN 057-170-016-000 (see Table 1-1).

**Table 1-1. Right-of Way Acquisition**

| Assessor's Parcel Number | Square Footage of Acquisition | GP Designation/Zoning |
|---|---|---|
| 057-170-020 | 200 | Industrial/GI-AC |
| 057-170-021 | 2,330 | Industrial/GI-AC |
| 057-170-004 | 1,280 | Industrial/IP-AC |
| 057-170-015 | 1,450 | Industrial/IP-AC |
| 057-170-016 | 1,280 | Industrial/IP-AC |
| **Total** | **6,540** | **-** |

### 1.4.4 Construction Information

The County anticipates that project construction would begin in the summer of 2022 and require approximately 6 months to complete. Construction would take place within the hours defined in section 8.16.080 of the Napa Municipal Code, which is generally defined as between the hours of 7:00 a.m. to 7:00 p.m.

Prior to construction, the contractor would mobilize resources to a staging area (Figure 1-2). The staging area is anticipated to be located at the parcel abutting the project site located east of Devlin Road and south of Soscol Ferry Road. This area would house the construction vehicles and equipment, as well as storage of construction materials. The contractor may also secure a job site trailer and portable sanitary facilities at staging areas. Site access for construction and hauling activities would be provided by SR 221/Napa-Vallejo Highway and/or SR 121

Project construction activities would include demolition, site preparation, grading and excavation, and paving. Impact pile driving is not anticipated as a method of construction. Equipment to be used would include, but not necessarily be limited to, excavators, backhoes, front end loaders, scrapers, graders, concrete saws, cranes, jackhammers, winches, chainsaws, forklifts, rollers, asphalt road pavers, compactors, air compressors, generator sets, and pneumatic tools. A variety of trucks including cement mixers, haul trucks, and water trucks would also be required.

Site preparation, including demolition, clearing, and grading of the project site as necessary would require the removal and off-haul of materials. This would include, but not necessarily be limited to, vegetation, concrete, asphalt and fill, and certain existing utilities that may be relocated. Approximately seven trees, six oak trees and one olive tree, would be removed.

### 1.4.5 Project Operation and Maintenance

## 1.5 Environmental Protection Actions Incorporated into the Proposed Project

The project would comply with the following environmental protection actions, and thus each protection action is a part of the project. The project's Mitigation Monitoring and Reporting Program will include these environmental protection actions to ensure implementation.

### 1.5.1 Environmental Protection Action 1 – Implement Geotechnical Design Recommendations

As part of the project design process, the County would engage a California-registered Geotechnical Engineer to conduct a design-level peer review of the project. The County will design the project to comply with any site-specific recommendations made during the peer review process. This will include site preparation and grading, as well as pavement recommendations. The geotechnical recommendations will be incorporated into the final plans and specifications for the project, and will be implemented during construction.

### 1.5.2 Environmental Protection Action 2 – Implement Storm Water Control Measures During Construction

The County and/or its contractor will obtain coverage under State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, as amended by Order No. 2012-0006.

This will include submittal of permit registration documents (notice of intent, risk assessment, site maps, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and certifications) to the State Water Resources Control Board. The Storm Water Pollution Prevention Plan will address pollutant sources, non-storm water discharges resulting from construction dewatering, best management practices, and other requirements specified in the above-mentioned Order. The Storm Water Pollution Prevention Plan will also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by construction equipment. A Qualified Storm Water Pollution Prevention Plan Practitioner will oversee implementation of the Plan, including visual inspections, sampling and analysis, and ensuring overall compliance.

### 1.5.3 Environmental Protection Action 3 – BAAQMD Construction Measures

To limit dust, criteria pollutants, and precursor emissions associated with the construction activity, the County will include the following Bay Area Air Quality Management District (BAAQMD) recommended Basic Construction Measures in construction contract specifications for the project:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered or shall have at least two feet of freeboard;
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping shall be prohibited;
- All vehicle speeds on unpaved areas shall be limited to 15 miles per hour;
- All paving shall be completed as soon as possible after trenching work is finished;
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;
- A publicly visible sign shall be posted with the telephone number and person to contact at the County regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

## 1.6 Required Agency Approvals

The proposed project may require the following permits and approvals.

- Adoption of Mitigated Negative Declaration by Napa County Board of Supervisors;
- General Construction Permit approval from State Water Resources Control Board for disturbance of one or more acres of soil; and
- Section 401 Water Quality Certification from the San Francisco Bay Regional Water Quality Control Board

- Section 1602 Lake or Streambed Alteration Agreement from California Department of Fish and Wildlife.
- Incidental Take Permit from California Department of Fish and Wildlife

## 1.7 Tribal Consultation

The County has received requests for notification of proposed projects from California Native American tribes pursuant to Public Resources Code Section 21080.3.1. These California Native American Tribes include the Middletown Rancheria, the Mishewal Wappo Tribe of Alexander Valley, and the Yocha Dehe Wintun Nation. The County initiated contact with these Native American tribes as part of preparing this environmental review document. Please refer to Section 3.18, Tribal Cultural Resources, for additional information.

# 2. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report:

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

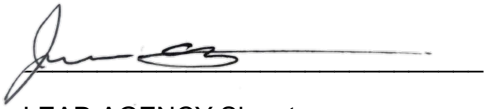
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been 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.



LEAD AGENCY Signature

07/13/21

Date

# 3. Environmental Analysis

## 3.1 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 view 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 which would adversely affect day or nighttime views in the area? | | | ✓ | |

**a) Have a substantial adverse effect on a scenic vista? (No Impact)**

No designated scenic vistas are identified in the Napa County General Plan. The only scenic vista in proximity to the project area is a scenic overlook at Vista Point Park, located approximately 1,700 feet northwest of the project site. The views from Vista Point Park provide panoramic views; however, the project site is shielded from view by existing vegetation. Because the project site is not within a designated scenic vista and the project site is blocked from the nearest scenic vista, no impact would result.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Less than Significant)**

The California Scenic Highway Program includes a list of officially designated and eligible State Scenic Highways. According to the California Scenic Highway Mapping System, the sections of the SR 221/Napa-Vallejo Highway and SR 29 adjacent to the project site are part of an eligible State Scenic Highway, but neither is officially designated (Caltrans 2018). An eligible State Scenic Highway designation differs from an official designation and does not require local jurisdictions to enact a scenic corridor protection program. The project would not substantially damage scenic resources along SR 221/Napa-Vallejo Highway or SR 29. Therefore, because the surrounding highways are

not officially designated and the project would not damage scenic resources along the corridors, the impact would be less than significant.

**c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view 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? (Less than Significant Impact)**

Installation of a roundabout would result in a minor charge to the existing visual character of the site. During construction, the presence of construction equipment, trucks, and staging areas as seen from SR 29, SR 221, Soscol Ferry Road, or Devlin Road would result in a temporary change from the existing character of the site. Due to the relatively short duration of the construction phase, the temporary changes to the visual character of the site would be less significant.

The proposed roundabout would ultimately be constructed in the middle of an existing intersection. No large road realignment or structures would be placed within the project area that would substantially alter the visual quality or character of the site. Ultimately, the area would still be characterized as a developed roadway. A less than significant impact would occur.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than Significant)**

Nighttime construction work is not anticipated to be required for the project. Therefore, no exterior lighting would be required during construction that would create a new source of light or glare, and no impact would result. Following construction, the project would add sources of nighttime light in the project area from new streetlights around the intersection. The project area is adjacent to Soscol Junction, which includes existing streetlights that illuminate the SR 29 and SR 221 intersection. All lighting would be shielded, directed downward, and dark sky compliant. Therefore, the impact from the installation of the new streetlights would be less than significant.

## 3.2 Agriculture and Forest 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, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | ✓ |
| 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) Convert Farmland or Forest? (No Impact)**

The project site is located in southern Napa County, on land designated by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) as Grazing Land (CDC 2016). Implementation of the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No lands on the project site are zoned for agricultural use, forest land, or timberland, and the site is not subject to a Williamson Act Contract. No agricultural or forest land would be converted due to implementation of the project. No impact would result.

## 3.3 Air Quality

| | Potentially Significant Impact | Less-Than-Significant with Mitigation Incorporation | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | | | | ✓ |
| b) Result in a cumulatively considerable net increase in 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? | | | ✓ | |

The air quality analysis utilizes the thresholds of significance, screening criteria and levels, and impact assessment methodologies presented in the most recent version of the BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017).

**a) Conflict with or obstruct implementation of the applicable air quality plan? (No Impact)**

The BAAQMD 2017 Clean Air Plan, Spare the Air-Cool the Climate (2017 Plan) is the most recently adopted regional air quality plan that pertains to the project (BAAQMD 2017). The 2017 Plan focuses on two closely-related goals: protecting public health and protecting the climate. The 2017 Plan is a multi-pollutant air quality plan addressing four categories of air pollutants:

- Ground-level ozone and the key ozone precursor pollutants (reactive organic gases and oxides of nitrogen), as required by State law;
- Particulate matter (PM), primarily PM2.5, as well as the precursors to secondary PM2.5;
- Toxic air contaminants; and
- Greenhouse gases.

The 2017 Plan includes 85 control measures in nine economic sectors: 1) stationary sources; 2)

transportation (mobile) sources; 3) energy; 4) buildings; 5) agriculture; 6) natural and working lands; 7) waste management; 8) water; and 9) super-GHG pollutants. The project would not prevent the BAAQMD from implementing these actions, and none directly apply to the project. Therefore, implementation of the project would not conflict with or obstruct the 2017 Plan. As a result, no impact would occur.

**b) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Less than Significant)**

The project is located within the San Francisco Bay Area Air Basin, which is considered a non-attainment area for ground-level ozone and PM2.5 under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM10 under the California Clean Air Act, but not the federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone, PM2.5 and PM10, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds apply to both construction period and operational period impacts.

### Construction

Construction-related air pollutant emissions were estimated for the project using the Sacramento Metropolitan Air Quality Management District's Roadway Construction Emissions Model (RoadMod) (version 9.0.0), which estimates emissions from development of roads and linear projects using the California Air Resources Board's most current emission factors. RoadMod emissions output is provided in Appendix A. The results were then compared to the BAAQMD thresholds of significance for criteria pollutants. Table 3.3-1 shows average daily construction emissions of ROG, NOX, PM10 exhaust, and PM2.5 exhaust during construction of the project. The average emissions were calculated using the total construction-generated emissions and an estimated 132 working days (6 months, 22 working days per month). As shown in the table, the project's estimated construction emissions would not exceed the BAAQMD's recommended thresholds of significance. The impact of construction-related activities on local and regional air quality would be less than significant.

**Table 3.3-1. Construction Air Pollutant Emissions (pounds per day)**

| Parameter | Pollutant | | | |
|---|---|---|---|---|
| | ROG | NOx | $PM_{10}$ | $PM_{2.5}$ |
| Project Average Daily Construction Exhaust Emissions | 3.48 | 36.06 | 1.52 | 1.36 |
| BAAQMD Thresholds | 54 | 54 | 82 | 54 |
| *Threshold Exceeded?* | *No* | *No* | *No* | *No* |

The BAAQMD does not recommend a numerical threshold for fugitive dust from construction activities. Instead, the BAAQMD bases the determination of significance for fugitive dust on a consideration of control measures to be implemented. If the basic construction measures recommended by the BAAQMD are implemented for a project, then fugitive dust emissions during construction are not considered significant. As summarized in Section 1.5 (Environmental Protection Actions Incorporated into the Project), implementation of Environmental Protection Action 3 is included as part of the project, requiring contractor agreements for implementing the BAAQMD basic

dust abatement actions. Therefore, the proposed project would meet the BAAQMD's construction-related threshold for fugitive dust (PM10 and PM2.5). The construction-related impact would be less than significant.

### Operation

Localized high levels of CO, referred to as CO hotspots, are associated with traffic congestion and idling or slow-moving vehicles. For evaluating operational impacts, the BAAQMD recommends a screening analysis to determine if a project has the potential to contribute to a CO hotspot, which the BAAQMD identifies as increasing traffic volumes at nearby intersections to more than 44,000 vehicles per hour. Comparatively, the project intersection would have an estimated 2,095 vehicles during the highest peak hour period during in the future plus project scenario. Therefore, the project would not exceed the BAAQMD's screening criteria and further CO hotspot analysis is not warranted. The project would not contribute to any violation of the CO air quality standard or have a considerable contribution to a cumulative violation of this standard. The impact would be less than significant.

Annual project operational emissions were predicted using the SIDRA 7.0 Trip model for years 2019 (Existing Conditions) and 2045 (Cumulative Conditions). The traffic operations methodology, analysis conditions, and Alternative design parameters are described in detail in the Traffic Operations Analysis Report (TOAR) and Intersection Control Evaluation (ICE). SIDRA calculates fuel consumption, total hydrocarbon, NOx, and greenhouse gas generation using a detailed set of parameters including vehicle class mix, drive modes (acceleration, deceleration, idling and cruise cycles), vehicle movements in each traffic lane, as well as road grade and relevant speeds (cruise, initial, final). Light and heavy vehicles are treated separately with different parameter for mass, acceleration and deceleration characteristics. The SIDRA model output for the project and continuation of the existing conditions (No Build Scenario) are provided as Appendix A. Because the SIDRA model output is total hydrocarbon, that number is utilized to evaluate the potential ROG emissions, as ROG is a subset of hydrocarbons. Table 3.3-2 and Table 3.3-3 show the estimated operational emissions under the existing and year 2045 scenarios.

**Table 3.3-2. Operational Period Emissions (Annual)**

| Parameter | Emissions (Annual Tons) | |
|---|---|---|
| | ROG (HC) | NOx |
| **Year 2019 (Existing)** | | |
| Existing Conditions | 0.01 | 0.24 |
| **Year 2045 (Cumulative Conditions)** | | |
| No Build Scenario | 0.02 | 0.32 |
| Project Scenario | 0.03 | 0.40 |
| *Change in Emissions* | 0.01 | 0.01 |
| BAAQMD Thresholds | 10 | 10 |
| Significant Impact? | No | No |

**Table 3.3-3. Operational Period Emissions (Daily)**

| Parameter | Emissions (lbs/day) | |
|---|---|---|
| | ROG (HC) | NOx |
| **Year 2019 (Existing)** | | |
| Existing Conditions | 0.08 | 1.33 |
| **Year 2045 (Cumulative Conditions)** | | |
| No Build Scenario | 0.11 | 1.75 |
| Project Scenario | 0.14 | 2.17 |
| *Change in Emissions* | 0.03 | 0.42 |
| BAAQMD Thresholds | 54 | 54 |
| Significant Impact? | No | No |

SIDRA quantification does not include PM; however, operational mobile PM emissions are typically lower than operational mobile ROG or NOx emissions. The BAAQMD's thresholds of significance for PM10 and PM2.5 are 15 tons per year and 10 tons per year, respectively. Therefore, if the project's estimated ROG and NOX emissions are less than the applicable thresholds (10 tons per year), and PM emissions are typically lower than ROG or NOX, then it can be reasonably assumed that the project's operational mobile PM emissions would be less than the applicable thresholds. As shown in the tables above, the project's estimated ROG and NOx emissions would be substantially lower than the applicable thresholds. Therefore, the project would not exceed the BAAQMD air pollutant thresholds and the project's operational impact on local and regional air quality would be less than significant.

**c) Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant)**

Sensitive receptors are defined by the BAAQMD as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The BAAQMD's 2017 Air Quality Guidelines recommend assessing community risk and hazards within a 1,000-foot-radius 'zone of influence' from the property line of the emission source. Two existing residences are located within this zone of influence. Specifically, an existing residence is located immediately adjacent to the northern boundary of the project footprint, and a residence is located approximately 135 feet east of the southern extent of the project footprint.

**Construction**

BAAQMD's Basic Construction Measures included in Environmental Protection Action 3 (BAAQMD Construction Measures) minimize idling times for trucks and equipment to five minutes (as required by the California Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, included in Title 13, Section 2485 of California Code of Regulations [CCR]) and ensures construction equipment is maintained in accordance with manufacturer's specifications.

Project construction activities would occur for approximately 6 months. Therefore, the project is not expected to include prolonged construction equipment use. Due to short duration of construction activity and the implementation of Environmental Protection Action 3, which would control construction equipment exhaust, fugitive dust and the characterization of dust materials, the project

would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the construction-related impact would be less than significant.

**Operations**

The project would result in changes to flow that would result in a minor increase in operational emissions, as shown in Table 3.3-2 and Table 3.3-3. The project would also change the alignment of the travel lanes. However, the distance between sensitive receptors and the edge of travel lanes would not substantially change between the existing conditions and the project conditions. Additionally, the project would not add any new capacity or otherwise substantially increase emissions. The annual average daily trips (AADT) through the intersection is estimated to be 19,300 at year 2045. By contrast, the Federal Highway Administration's guidance on assessing mobile source air toxics (MSAT) impacts from transportation projects recommended additional analysis for projects that create or add significant capacity to facilities where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year. The projected traffic volume, minor changes in flow, and nominal change in location would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the operational-related impact would be less than significant.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less than Significant)**

Implementation of the project would not result in major sources of odor. The project type is not one of the common types of facilities known to produce odors (e.g., landfill, coffee roaster, wastewater treatment facility). Minor odors from the use of equipment during construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. In addition, operation of the project would not result in locating sensitive receptors near an existing odor source. Thus, the project would not create objectionable odors affecting a substantial number of people. The impact would be less than significant.

## 3.4 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 Game 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, regulations or by the California Department of Fish and Game or US 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? | | | | ✓ |

### Habitat Assessment

A Habitat Assessment was prepared for the project to identify any special-status plant and wildlife species and sensitive habitats that have the potential to occur on or in the vicinity of the project site (WRA & Valerius 2021). The assessment included literature and database searches as well as a reconnaissance field survey to determine what species might have potential to be present on the project site.

A reconnaissance field survey was conducted by Trish Tatarian, Wildlife Research Associates, and Jane Valerius, Jane Valerius Environmental Consulting, on January 29, 2021. The survey methods were intended to identify sensitive habitat and detect wildlife activity. Where the habitat allowed the surveyor to walk without risk of damaging nests or dens and surrounding vegetation, the survey included a physical search of the area. This included inspecting the ground, shrubs, and trees for the presence of any wildlife species. The information and data collected for the habitat assessment have been used as the basis of this biological resources analysis.

**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 Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation)**

### Special-status Plant Species

Information on special-status plant species was compiled through a review of the California Natural Diversity Data Base and the California Native Plant Society (CNPS) Electronic Inventory records for Cuttings Wharf, Napa, Mt. George, and Cordelia 7.5-minute topographic quadrangles. A total of 51 special-status plants are recorded for the 4-quadrangle search around the project area. Most of the special-status plants are not expected to occur at the project site due to lack of suitable habitat within the project area. The site is dominated by ruderal non-native grasses and forbs that are typical of a roadway shoulder area. Portions of the roadway area are also landscaped with ornamental species. The habitats on-site do not provide potential suitable habitat for any special-status plant species known to occur in the area and none are expected to occur.

Based on literature review and on-site survey observations, no impact to special-status plants would result from implementation of the project.

### Special-Status Wildlife Species

Information on special-status wildlife species was compiled through a review of CNDDB, Information for Planning and Conservation (IPaC), and a review of the “Special Animals” list prepared by CDFW. A total of 62 special-status wildlife species were identified, however only six of these were determined to have a medium to high potential to occur. These species are discussed below.

#### Western Bumble bee

The project is located adjacent to open grassy areas which could provide habitat for the Western Bumble bee (*Bombus occidentalis*). However, the non-native grasslands are ruderal in nature and do not support many native flowing plants. There are pocket gopher burrows, but they are not open and would not provide nesting habitat. Additionally, the Devlin Road and Soscol Ferry Road intersection would be fatal for bees moving from the south to the grasslands in the north. Therefore, it is not anticipated that Western Bumble bees would occur on-site. No impact to this species would occur.

#### California Red-legged Frog

California red-legged frogs (*Rana draytonii*) breed primarily in ponds, but will also breed in slow moving streams, or deep pools in intermittent streams. Suscol Creek is located to the south of the project site and is a tributary to the Napa River. The proposed project is within the species range with the nearest sighting recorded approximately 3.2 miles away. However, no sightings have occurred within Suscol Creek. The potential impact to California Red-legged frog would be less than significant.

**Western Pond Turtle**

Primary habits for western pond turtles (*Emys marmorata*) include permanent water sources such as ponds, streams and rivers. It is often seen basking on logs, mud banks or mats of vegetation, although wild populations are wary and individuals will often plunge for cover after detecting movement from a considerable distance. Although it is an aquatic species with webbed feet, it can move across land in response to fluctuating water level, an apparent adaptation to the variable rainfall and unpredictable flows that occur in many coastal California drainage basins. This species has been reported within 1.5 miles of the project site, both north and south. However, none have been reported in Suscol Creek. Therefore, it is unlikely the project would impact this species. A less-than-significant impact would occur.

**Nesting Raptors and Migratory Birds**

Habitat within and adjacent to the project site provides suitable nesting opportunities for many avian species, including raptors and migratory birds. Raptors and migratory bird nests are considered to be a protected resource by federal and state agencies under the Migratory Bird Treaty Act (MBTA) and California Code of Regulations. The project has the potential to impact nesting raptors and migratory bird species if construction activities, including removal of trees or initial grading activities, were to occur during the nesting season (February 1 through September 1). The potential impact is considered significant. Implementation of Mitigation Measure BIO-1 is included to reduce the impact to nesting birds to a less-than-significant level.

**Swainson's Hawk**

A single Swainson's hawk (*Buteo swainsoni*) was observed perching above a nest at Suscol Creek during the survey, as well as a red-tailed hawk. There are three reported occurrences of Swainson's hawks nesting in Suscol Creek to the southwest and southeast with nesting reported from 2013 to 2019. The closest nest, the one observed in the field, is approximately 370 feet to the south on Suscol Creek. None of the trees in the project area are tall enough to support nesting Swainson's hawks and no evidence of past or present raptor nests were observed in any of the trees. The grasslands in the northeastern portion and eastern portion are bisected by a fence that is close to Devlin Road and Soscol Ferry Road, thus reducing the foraging suitability for the large raptor. No mitigation is required for the loss of these habitat areas.

The non-native grasslands in the southern portion of the project area, south of the fence, may provide foraging habitat (> 5 acres) within the pasture that could sustain the reproductive effort of a Swainson's hawk pair. During construction, activities associated with ground disturbance, vegetation clearing, and tree removal in the southern non-native grasslands could result in temporary impacts to Swainson's Hawk if these activities are done during nesting bird season (February 1-September 30$^{th}$). Temporary disturbance to breeding pairs during the nesting bird season would be considered a significant impact.

Once constructed, approximately 0.18 acre of non-native grassland in the southern portion of the project area would be converted to developed roadway and associated right-of-way. The amount of non-native grassland converted to paved roadway is minimal, with the majority of the 0.18 acre area being converted into the road right-of-way which would remain undeveloped. Over the next year or so these right-of-way areas are anticipated to return to grassland. The non-native grassland areas planned for conversion to paved/developed use are located immediately adjacent to the existing Devlin Road/Soscol Ferry Road intersection, which is heavily trafficked (i.e., conversion of grassland associated with realigned roadway to accommodate the roundabout). In addition, this non-native grassland serves as frontage along previously developed properties and is both fragmented and disturbed as a result of anthropogenic activities and development. Given the urbanized use, the level

of utilization, and the disturbed nature of the area, the grassland along the southern portion of the project site would not be considered high-quality habitat and it is unlikely that Swainson's Hawks would frequent these sections of grassland, particularly as there is suitable, high quality habitat in the immediate vicinity (i.e., along Suscol Creek and nearby Napa San spray fields). Based on the existing disturbed and urbanized nature of this area, immediately adjacent to the existing right-of-way, the conversion of this non-native grassland is not anticipated to result in a significant loss of foraging habitat for Swainson's Hawk and the right-of-way areas are anticipated to provide grassland habitat again shortly after the project is constructed. Potential impacts are therefore considered less than significant .

Implementation of Mitigation Measure BIO-2 would reduce the potential temporary impacts to Swainson's Hawk to a less-than-significant level.

**Special-status Bats**

Suitable roosting habitat for pallid bat (*Antrozous pallidus*), Western red bat (*Lasiurus blossevillii*), and hoary bat (*Lasiurus cinereus*) is present within and adjacent to the project site. In addition to the possible presence of these special-status bats on-site, indirect effects such as increased noise, dust, or increased human presence may occur from construction of the project. Vegetation removal and ground disturbance may result in potentially adverse effects to these species if present. The potential impact is considered significant. Implementation of Mitigation Measure BIO-3 is included to reduce potential impacts to special-status bats to a less-than-significant level.

**Burrowing Owl**

The project site contains grasslands that could be used for foraging for Burrowing owls (*Athene cunicularia*). Burrows are the essential component of burrowing owl habitat and are often the limiting factor in occupied habitat. No ground squirrel burrows were observed within the project site or immediate vicinity. No other small burrows suitable to support Burrowing Owls were observed. Therefore, the project site lacks suitable habitat to support Burrowing Owls. The project is not anticipated to impact Burrowing Owls. No impact would occur.

### Mitigation

Implementation of Mitigation Measure BIO-1, BIO-2, and BIO-3 would reduce impacts to special-status species by conducting pre-construction surveys, locating any potential active nests or roosts before the start of construction and establishing buffers and avoiding nests, if found, during construction.

#### Mitigation Measure BIO-1: Avoid Disturbance to Nesting Birds

The County shall ensure the following avoidance measures are implemented. Ground disturbance, vegetation clearing, and tree removal shall be conducted, if possible, during the fall and/or winter months and outside of the avian nesting season (Feb 1 – Sept 30) to avoid any direct effects to special-status and protected birds. If ground disturbance cannot be confined to work outside of the nesting season, a qualified ornithologist shall conduct pre-construction surveys within the activity project site and a 100-foot buffer surrounding the site to check for nesting activity of birds and to evaluate the site for presence of raptors and special-status bird species. The ornithologist shall conduct at minimum a one-day pre-construction survey within the 7-day period prior to vegetation removal and ground-disturbing activities. If ground disturbance and vegetation removal work lapses for seven days or longer during the breeding season, a qualified ornithologist shall conduct a supplemental avian pre-construction survey before project work is reinitiated. If active

nests are detected, the ornithologist shall flag a buffer around each nest (assuming property access). Construction activities shall avoid nest sites until the ornithologist determines that the young have fledged or nesting activity has ceased. Buffer sizes, ranging from 75 to 300 feet, will take into account factors such as (1) noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; (2) distance and amount of vegetation or other screening between the construction site and the nest; and (3) sensitivity of individual nesting species and behaviors of the nesting birds.

### Mitigation Measure BIO-2: Protect Swainson's Hawk

The project proponent shall retain a qualified raptor biologist to conduct protocol-level surveys prior to construction per the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (CDFG 2000). In the event that active nests are found, the project proponent shall implement the following mitigation measures in the *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California* (CDFG 1994).:

- No intensive new disturbances (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project related activities which may cause nest abandonment or forced fledging, should be initiated within [1/2] mile (buffer zone) of an active nest between March 1 - September 15 or until August 15.
- Nest trees should not be removed unless there is no feasible way of avoiding it. If a nest tree must be removed, a Management Authorization (including conditions to off-set the loss of the nest tree) must be obtained with the tree removal period specified in the Management Authorization, generally between October 1- February 1.
- If construction or other project related activities which may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site (funded by the project sponsor) by a qualified biologist (to determine if the nest is abandoned) should be required. If it is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

If ground-breaking must occur within the nesting season (February 1-September 30), the County shall obtain a California Endangered Species Act Incidental Take Permit from CDFW. The Incidental Take Permit shall be acquired prior to the start of any on-site construction activity. The County shall ensure any additional measures outlined in the permit are implemented.

### Mitigation Measure BIO-3: Protect Bat Species

If construction occurs during the bat maternity season (generally May 1st through August 30th), the County shall ensure a qualified bat biologist shall conduct habitat surveys for special-status bats. Survey methodology should include visual examination of suitable habitat areas for signs of bat use and may optionally utilize ultrasonic detectors to determine if special-status bat species utilize the vicinity. Surveys shall be conducted by a qualified biologist within seven days prior to construction in any areas where potential maternity roosts habitat may be disturbed/removed. Surveys shall include a visual

inspection of the impact area and any large trees/snags with cavities or loose bark. If the presence of a maternity roost is confirmed, roost removal will be prohibited during maternity season and no activity generating significant noise shall occur within 300 feet of the roost. If no bat utilization or roosts are found, then no further study or action is required. If bats are found to utilize the project area, or presence is assumed, a bat specialist shall be engaged to advise the best method to prevent impact, such as phased removal of trees where selected limbs and branches not containing cavities are removed using chainsaws on the first day, with the remainder of the tree removed using chainsaws or other equipment on the second day. Construction-related lighting shall be minimized if any work occurs at night, either contained within structures or limited by appropriate reflectors or shrouds and focused on areas needed for safety, security or other essential requirements.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (No Impact)**

The project site is not located within or adjacent to any riparian habitat. The CNDDB has listed three special status vegetation communities as being reported for the four topographic quadrangles, Cuttings Wharf, Napa, Mt. George, and Cordelia. These vegetation communities include coastal brackish marsh, northern coastal salt marsh, and northern vernal pool (WRA & Valerius 2021). No special status vegetation communities occur on the site. No other sensitive natural communities have been identified by a local plan within the project area. Therefore, the project would have no impact on riparian or other sensitive natural communities.

**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? (Less than Significant with Mitigation)**

A formal wetland delineation was conducted at the project site on January 29, 2021. No wetlands were identified on the project site; however, a roadside ditch was identified as being along the northern portion of the project site. It was determined that the roadside ditch feature may be considered potential waters of the State (Valerius 2021). Impacts to this ditch would be considered a significant impact. Implementation Mitigation Measure BIO-4 would reduce the impact to wetlands to a less-than-significant level.

### Mitigation

Implementation of Mitigation Measure BIO-4 would reduce impacts to waters to a less-than-significant level.

#### Mitigation Measure BIO-4: Compensate for Impacts to Waters

The County shall avoid impacts to waters to the extent feasible. If fill cannot be avoided the County shall compensate for impacts to other waters, by creation, restoration, or preservation of waters so that there is no net loss (1:1 ratio or as required by resource agencies). Required permits from the Regional Water Quality Control Board and the California Department of Fish and Wildlife shall be received prior to that start of any on-site construction activity. The County shall ensure any and all additional measures outlined in the permits are implemented.

**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? (Less than Significant)**

The project would redevelop a developed site with a new roundabout. No peripheral barriers, such as fencing, would be installed. Therefore, the project would not introduce any new feature that would substantially interfere with movement within the project area. The impact would be less than significant.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than Significant with Mitigation)**

Napa Municipal Code Section 18.108.100 includes procedures for protecting and replacing trees should their removal be required . A total of seven trees, six oak trees and one olive tree, would need to be removed to accommodate the proposed project improvements. Tree removal would be conducted in compliance with the County's Municipal Code Section 18.108.100, which requires acquisition of required tree removal permits, protection measures for trees to be retained, and tree replacement at a 2:1 mitigation ratio for those trees initially required to be preserved but later removed. Therefore, the project would not conflict with the tree ordinance. No impact would occur.

The Napa County General Plan also includes policies to protect biological resources, including preserving Napa County's rangeland (Policy CON-4), limiting development in environmentally sensitive areas (Policy CON-6), maintaining and enhancing the existing level of biodiversity (Goal CON-2), conserving, protecting, and improving habitats for all native species (Goal CON-4), and protecting native grasslands (Policy CON-17). The project would require the removal of trees and has the potential to impact native species in the immediate vicinity of the project site. No wetlands would be impacted; however, a drainage ditch would be partially filled. Therefore, implementation of the project could potentially conflict with several local policies listed above.

Because implementation of the project would potentially conflict with applicable County goals and policies protecting biological resources, as identified in the previous impact discussions regarding special-status species and wetlands, the impact is considered significant. Impacts would be reduced to less than significant with implementation of Mitigation Measures BIO-1 through BIO-4.

Following construction, operation of the project would not require ground disturbance or other activities that would conflict with policies or ordinances protecting biological resources. Therefore, no operational impact would occur.

### Mitigation

Mitigation Measures BIO-1 through BIO-4 would ensure that implementation of the project would not conflict with County policies and ordinances protecting biological resources, as explained above under Impacts "a" through "d".

**Mitigation Measure BIO-1: Avoid Disturbance to Nesting Birds**

**Mitigation Measure BIO-2: Protect Swainson's Hawk**

**Mitigation Measure BIO-3: Protect Bat Species**

**Mitigation Measure BIO-4: Compensate for Impacts to Waters**

**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? (No Impact)**

The project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, the project would not conflict with the provisions of an adopted habitat conservation plan. No impact would result.

## 3.5 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 pursuant to §15064.5? | | ✓ | | |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | | ✓ | | |

### Archaeological Resources Study

An Archaeological Resources Study was prepared for the project by the Anthropological Studies Center of Sonoma State University (ASC 2021). The study assessed the potential for surficial and/or buried archaeological and historical resources in the proposed improvement area through the completion of the following:

- Records and literature search at the Northwest Information Center (NWIC) of the California Historical Resources Information Center (CHRIS);
- Further literature review of publications, files, and maps for ethnographic, historic-era, and prehistoric resources and background information;
- Communication with the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File and contact information for the appropriate tribal communities;
- Contact with the appropriate local Native American Tribes; and
- Pedestrian archaeological survey of the project area.

Study results were used as a technical basis for evaluating potential impacts to historic and cultural resources under CEQA.

**a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Less than Significant)**

CEQA Guidelines Section 15064.5(b) establishes the criteria for assessing a significant environmental impact on historic resources. That section states, *"[a] project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."* The CEQA Guidelines define substantial adverse change in the significance of an historical resource as a "*physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired*" (Section 15064.5(b)(1)). The significance of an historic architectural resource is considered to be "materially impaired" when a project demolishes or materially alters the physical characteristics that justify the inclusion of the resource in the California Register of Historic Resources (CRHR), or that justify the inclusion of the resource in a local register, or that justify its eligibility for inclusion in the CRHR as determined by the lead agency for the purposes of CEQA (Section 15064.5(b)(2)).

The records search identified one previously recorded historic-era resource of the built environment, the Suscol House (P-28-000028), in the immediate project area, and three pre-historic and seven historic-era resources outside of the project area, but within the 0.25-mile buffer.

The Suscol House is a two story, L-shaped structure originally constructed in 1855 as a stagecoach stop. Excavations in 1973 and 1974 were conducted at the site and revealed the prehistoric component that consists of a very large village site characterized by central midden with and extensive lithic scatter surrounding it. The Suscol House was later recorded as part of a Napa County Historical Resources Survey and a National Register of Historic Places (NHRP) inventory was completed. The Suscol House was evaluated for inclusion in the NRHP in 2005. It is now listed on the NRHP with NR#79000506. The project would not remove, relocate, or alter the Suscol House. Therefore, the impact of the project on the Suscol House (P-28-000028) would be less than significant.

The three pre-historic resources within 0.25-miles of the project site have not been evaluated by the Office of Historic Preservation. Of the seven historic era resources located within a 0.25-mile buffer of the project site, one was evaluated and found not eligible, and the others have not been evaluated. All ten of these resources would be entirely avoided by the proposed project. Therefore, no impact to these resources would occur.

No other facilities at the project site are listed in or determined to be eligible for listing in the National Register of Historic Places or California Register of Historic Resources.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Less than Significant with Mitigation)**

The results of the cultural resource records search and literature review conducted for the project identified the large pre-historic village site (P-28-000028) which is mapped as slightly extending into the project area, however the main portion of the site is located away from the project area. Additionally, the Suscol House, also P-28-000028 (CA-NAP-15), immediately abuts the project area. This cultural resource was moved to its current location in 1978. It's prior location on the west side of Soscol Ferry Road is also away from the extent of the project area; however, this does not preclude a possibility of the project area to contain previously undisturbed sub-surface deposits associated with the original location of the Suscol House. In addition, a number of prehistoric and historic era cultural resources have been recorded within 0.25-miles of the project area, indicating that the potential for previously unrecognized surficial prehistoric and historic era archaeological resources to be found on the surface within the project area is high.

The search of the Sacred Lands File noted that a Sacred Site may be located in the general project area. Scott Gabaldon, Chairperson of the Mishewal-Wappo Tribe of Alexander Valley, was identified as a contact person who may have knowledge of the resource. Efforts were made to contact Chairperson Gabaldon via letter and email. No response was received to date.

A letter was received from the Yocha Dehe Wintun Nation Tribal Historic Preservation Officer Leland Kinter, who indicated that the project is located within the aboriginal territory of the Yocha Dehe Wintun Nation and highly recommended that cultural monitors be present during the initial ground disturbance and a cultural sensitivity training conducted for any project personnel. If such resources were to represent unique archaeological resources as defined by CEQA, any substantial change to or destruction of these resources would be a significant impact.

## Mitigation

Implementation of Mitigation Measure CR-1 and CR-2 would reduce the potential impact to previously undiscovered archaeological or cultural resources to a less-than-significant level by requiring training of contractors, tribal and archaeological monitoring during initial ground disturbance, and procedures to be taken in the event of inadvertent discovery of resources consistent with appropriate laws and requirements.

### Mitigation Measure CR-1: Archaeological Monitoring and Inadvertent Discovery Procedures

The County shall ensure the following procedures are followed. A qualified archaeologist shall be present onsite during initial grading and initial ground disturbance activities, including vegetation removal and grubbing. If archaeological materials are encountered during initial ground-disturbing activities, work within 25 feet of a discovery shall be halted until an archaeologist assesses the find, consults with the appropriate tribes and agencies, and makes recommendations for the treatment of the discovery to protect the integrity of the resource and ensure that no additional resources are affected. Upon completion of the assessment, the archaeologist shall prepare a report to document the methods and results of the assessment. The report shall be submitted to the County, appropriate tribes, and the Northwest Information Center upon completion.

Following initial ground disturbance, in the event that any subsurface archaeological features or deposits, including locally darkened midden soil, are discovered during later construction-related earth-moving activities, all ground-disturbing activity in the vicinity of the resource shall be halted, a qualified professional archaeologist shall be retained to evaluate the find, and the appropriate tribal representative(s) shall be notified. If the find qualifies as a historical resource, unique archaeological resource, or tribal cultural resource as defined by CEQA, the archaeologist, in consultation with tribes, shall develop appropriate measures to protect the integrity of the resource and ensure that no additional resources are affected. In considering any suggested measures proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the County, in consultation with applicable Native American tribes, shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery, reburial at another location within the site) shall be instituted. Work may proceed on other parts of the project while mitigation for unique archaeological resources is being carried out.

### Mitigation Measure CR-2: Coordinate with Yocha Dehe Wintun Nation Tribe regarding Cultural Training and Monitoring

The County shall coordinate with the Yocha Dehe Wintun Nation Tribe regarding their recommendation for conducting a pre-construction cultural sensitivity training for Contractor staff as well as tribal monitoring during initial construction-related ground disturbance. The tribal monitors, along with project archaeologists, shall be empowered to halt earthmoving equipment in the immediate area of a discovery if cultural items or features are identified until further evaluation can be made in determining their significance.

**c) Disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant with Mitigation)**

Based on the archaeological field survey and records search performed for the project, no indication of human burials were identified on the project site (ASC 2021). Although no human remains have been directly observed, the possibility of encountering human remains during project construction cannot be discounted. Therefore, the impact related to the potential disturbance or damage of previously undiscovered human remains, if present, is considered significant. Mitigation Measure CR-3 would reduce the impact to a less-than-significant level by addressing discovery of unanticipated remains, associated grave goods, or items of cultural patrimony consistent with appropriate laws and requirements.

Following construction, no ground disturbing activities are anticipated to occur other than those related to routine maintenance of the project, such as landscaping or irrigation repair. Therefore, it is unlikely any human remains would be encountered during operation. The operational impact would be less than significant.

### Mitigation

Mitigation Measure CR-3 would reduce the impact of construction activities on potentially unknown human remains to a less-than-significant level by addressing discovery of unanticipated remains, associated grave goods, or items of cultural patrimony consistent with appropriate laws and requirements.

#### Mitigation Measure CR-3: Protect Human Remains If Encountered during Construction

The County shall ensure the following measures are implemented to protect human remains. If human remains, associated grave goods, or items of cultural patrimony are encountered during construction, work shall halt in the vicinity of the find and the County Coroner shall be notified immediately. The following procedures shall be followed as required by Public Resources Code § 5097.9 and Health and Safety Code § 7050.5. If the human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of the determination. The Native American Heritage Commission shall then notify the Most Likely Descendant (MLD). The MLD shall complete an inspection and make its MLD recommendation for disposition of the remains within 48 hours of receiving access to the site. The County and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be subject to future. Any reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b). Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed.

## 3.6 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 impacts 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) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less than Significant)**

### Construction

Temporary energy use in connection with project construction would include consumption of diesel fuel and gasoline by construction equipment and transport of earth moving equipment, construction materials, supplies, and construction personnel to and from the project site. As summarized in Section 1.5.2 (Environmental Protection Actions Incorporated into the project), implementation of Environmental Protection Action 3 is included as part of the project, requiring provisions in contractor agreements for minimizing idling time to 5 minutes or less during construction, requiring construction equipment to be maintained per specifications established by the manufacturer, and using electric equipment and/or equipment using alternative fuels as feasible and appropriate. With implementation of such construction measures, wasteful, inefficient, or unnecessary use of energy resources is not anticipated during project construction. The impact would be less than significant.

### Operation

Project operation would consume more energy than under existing conditions, due to the installation of limited lighting around the intersection. The lights would be LED, which minimizes energy consumption to the extent feasible. Additionally, the lights would only operate at night, therefore use of the new lights would be an efficient and necessary consumption of energy resources. The installation of the roundabout would limit the idling of vehicles that frequent the intersection, resulting in a more efficient use of gasoline within the project footprint. As a result, the increase in energy demand resulting from the project would not be expected to require or result in the construction of new sources of energy supplies or additional energy infrastructure capacity, and the project would not conflict with applicable energy policies or standards. Therefore, operation of the project would not use large amounts of energy nor use it in a wasteful manner. The operational impact would be less than significant.

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)**

Implementation of the project would not obstruct a state plan for renewable energy. The County does not have a standalone local energy plan; however, the County General Plan does include policies

focused on energy conservation and efficiency, including policies focused on increasing the use of energy-efficient forms of transportation (Policy CIR-16), conserving energy and producing renewable energy locally (Policy CON-16), and promoting green building designs (Policy CON-67). The project would provide a bicycle and pedestrian pathway, which is consistent with one of the County's General Plan policies that focuses on increasing energy-efficient forms of transportation. The project would not conflict with or obstruct future implementation of the County's energy conservation and efficiency policies included in their General Plan Sustainability Plan. No impact would result.

## 3.7 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 substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | | | | ✓ |
| ii) Strong seismic ground shaking? | | | ✓ | |
| iii) Seismic related ground failure, including liquefaction? | | | ✓ | |
| iv) Landslides? | | | ✓ | |
| b) Result in substantial soil erosion or the loss of topsoil? | | | ✓ | |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | ✓ | |
| d) Be located on expansive soil, as defined in Table 18-1-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, i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (No Impact)**

The project area is not located within an active Alquist-Priolo earthquake fault zone, in which the state requires special studies for structures for human occupancy, nor do other active or potentially active

faults occur within the project site. The closest fault zone to the project site is the West Napa fault zone, which is located approximately 1.2 miles west of the project site (ABAG 2021). Due to the distance from the project to the nearest recognized fault, the potential for ground surface fault rupture to occur at the project site is considered low. No impact would result.

**a, ii) Strong seismic ground shaking? (Less than Significant)**

The project site is located in an area that would be subject to strong ground shaking in the event of a major earthquake on the West Napa Fault or other faults in the area. However, the project does not include structures designed for human occupancy, and reconstruction of the exiting intersection would not increase the exposure of people or structures to the risks associated with strong seismic ground shaking. The impact would be less than significant.

**a.iii, c, d) Seismic related ground failure, including liquefaction, or unstable or expansive soils? (Less than Significant)**

Mapping of liquefaction potential within the San Francisco Bay Area identifies the project site as having either a moderate or low potential for liquefaction (ABAG 2021). Implementation of the project would not exacerbate risk of liquefaction because the project would not increase the risk of fault rupture or other seismic activity, which are some of the components necessary for liquefaction to occur. As the project would merely improve the existing intersection and would not create new occupiable buildings requiring substantial excavation (see item (b) below), the existing soil would be suitable for the proposed development. Additionally, as summarized in Section 1.5.2 (Environmental Protection Actions Incorporated into the Project), implementation of Environmental Protection Action 2 is included as part of the project, which requires the project to be designed and constructed in conformance with site-specific recommendations contained in the geotechnical memorandum completed for the project and any subsequent related geotechnical reports. This would include design in accordance with recommendations for grading and foundation support and the use of select engineered fill to address liquefiable soils. Because the project would be constructed in accordance with project-specific recommendations contained in project-specific geotechnical studies, the potential impact related to seismic-related ground failure, including liquefaction, would be less than significant.

**a, iv) Landslides? (Less than Significant)**

Mapping of landslide potential shows that portions of the project site have a risk of landslides occurring (ABAG 2021). Project construction and operation would not increase risk of landslides above existing conditions, as the project would not include structures designed for human occupancy and reconstruction of the existing intersection would not increase the exposure of people or structures to risks associated with landslides. The impact would be less than significant.

**b) Result in substantial soil erosion or the loss of topsoil? (Less than Significant)**

Construction activities, including cut, fill, removal of vegetation, and operation of heavy equipment would disturb soil and would have the potential to cause erosion. During construction, a few upper few inches of topsoil containing organic matter would be removed in areas of the project site that require grading. Areas to be disturbed during construction would consist predominantly of previously disturbed and underlying soils that have been highly altered from their original, natural state. As a result, the project would result in little disturbance to native soils. Following construction, the project site would be redeveloped and areas of exposed soil vulnerable to erosion would not be present. As summarized in Section 1.5.2 (Environmental Protection Actions Incorporated into the project), implementation of Environmental Protection Action 3 is included as part of the project, requiring

implementation of a Storm Water Pollution Prevention Plan that would comply with applicable erosion and sediment control measures contained in the State Water Board's Construction General Permit. The State permit requires the implementation of erosion control measures in order to prevent soil erosion and the resulting sedimentation or other pollution of nearby bodies of water. Because the project would implement applicable erosion and sediment control measures during construction, the potential impact related to soil erosion or the loss of topsoil would be less than significant.

**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? (No Impact)**

The project would not involve the construction or use of septic systems or an alternative wastewater disposal system. Therefore, no impact would result.

**f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant)**

The project would not require modification of any known unique geologic features. However, the potential still exists for project work occur in native, non-fill soils, to encounter unique paleontological resources. In the event of inadvertent discovery of paleontological resources during construction, the County and its contractor would be required to follow regulated procedures outlined in Public Resources Code § 5097.5 for evaluating and protecting paleontological resources. This would include halting construction in order for a professional paleontologist to evaluate the find for its scientific value or uniqueness, as well as recovery of the resource for any necessary treatment that is consistent with currently accepted scientific practices. Any fossils collected from the area would then be deposited in an accredited and permanent scientific institution where they will be properly curated and preserved. Because of the low potential for paleontological resources to be encountered and because the measures to prevent direct or indirect destruction, the impact to such unanticipated resources would be less than significant.

## 3.8 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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | ✓ |

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than Significant)**

Greenhouse gas (GHG) emissions would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes at the project intersections, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. Additionally, there would likely be long-term GHG benefits from improved operation and smoother pavement surfaces.

There is currently no applicable Federal, State, or local standard or significance threshold pertaining to construction-related GHG emissions. However, the BAAQMD does recommend that lead agencies quantify and disclose construction-related emissions. As detailed within Section 3.3 (Air Quality), project construction emissions were estimated using RoadMod. Project construction activities are estimated to generate approximately 401 metric tons of carbon dioxide equivalent (MT $CO_2e$) emissions. When annualized over an assumed 30-year life, construction emissions would equate to 13.4 MT $CO_2e$/year

As detailed within Section 3.3 (Air Quality), project operational emissions were estimated using SIDRA 9.0 for years 2019 (Existing Conditions) and 2045 (Cumulative Conditions). As shown in Table 3.8-1, the project's estimated GHG emissions are less than the applicable thresholds of significance adopted by the BAAQMD. Therefore, the impact from operational and construction greenhouse emissions would be less than significant.

**Table 3.8-1. Annual Project GHG Emissions (CO2) in Metric Tons**

| Parameter | Emissions ($MTCO_2$) |
|---|---|
| **Year 2019 (Existing)** | |
| Existing Conditions | 148.72 |
| **Year 2045 (Cumulative Conditions)** | |
| No Build Scenario | 197.70 |
| Project Scenario | 239.34 |
| *Change in Emissions* | *41.64* |
| *Project Operation plus Annualized Construction* | *55.00* |
| BAAQMD Threshold | 1,100 |
| Significant Impact? | No |

**b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (No Impact)**

According to the BAAQMD, if a project is consistent with an adopted qualified GHG Reduction Strategy, it can be presumed that the project will not have significant GHG emission impacts. However, Napa County does not, itself, have an adopted qualified Climate Action Plan or other qualified GHG Reduction Strategy.

In 2008, the CARB adopted the Climate Scoping Plan, which outlined measures to attain emissions standards pursuant to AB 32. The most recent update to the Scoping Plan was completed in December 2017. Although the Scoping Plan identifies strategies to meet statewide emissions reductions targets, it does not contain recommended reduction levels or percentages for local government's municipal operations.

The recommended measures in the 2017 Scoping Plan are broad policy and regulatory initiatives that will be implemented at the State level and do not relate to the construction and operation of individual municipal projects, such as the proposed project. Although project construction may benefit (have a reduced generation of GHG) from implementation of some of the State-level regulations and policies related to fuel and vehicle efficiencies, the project would not impede the State in meeting the AB 32 greenhouse gas reduction goals. No conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases have been identified. Therefore, no impact would result.

## 3.9 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 one-quarter mile of an existing or proposed school? | | | ✓ | |
| d) Be located on a site which is included on a list of hazardous materials 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 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 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) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant Impact)**

### Construction

Construction activities would involve the use of hazardous materials, such as fuels, lubricants, paints and solvents. These materials are commonly used during construction, are not acutely hazardous and would be used in small quantities. Regular transport of such materials to and from the project site during construction could result in an incremental increase in the potential for accidents. However, numerous laws and regulations ensure the safe transportation, use, storage and disposal of hazardous materials. For example, Caltrans and the California Highway Patrol regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. Worker safety regulations cover hazards related to the prevention of exposure to hazardous materials and a release to the environment from hazardous materials use. The California Division of Occupational Safety and Health (Cal-OSHA) also enforces hazard communication program regulations, which contain worker safety training and hazard information requirements, such as procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees. As contractors would be required to comply with existing hazardous materials laws and regulations, the impact associated with transport, use, and disposal of hazardous materials is considered less than significant.

### Operation

Operation of the Project would consist of traffic using the new roundabout. Hazardous materials would include those associated with light vehicles such as gasoline and petroleum-based lubricants. Commercial vehicle traffic, which may include hazardous loads, would be regulated by all applicable state and federal laws and regulations.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less than Significant Impact)**

The project site is located approximately 1.3 miles south of the Pacific Union College – Napa Campus. Construction activities would include the use of hazardous materials such as fuels, lubricants, degreasers, paints, and solvents. These materials are commonly used during construction, are not acutely hazardous, and would be used in small quantities. Numerous laws and regulations would ensure the safe transportation, use, storage, and disposal of hazardous materials (see Impact “a” and “b” above). The impact is less than significant.

**d) Be located on a site which is included on a list of hazardous materials 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? (No Impact)**

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." A search of the Cortese List was completed for the project to determine if any known hazardous waste sites have been recorded on or adjacent to the project site. These include:

- Department of Toxic Substances Control EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the Water Board GeoTracker database;
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the Water Board; and

- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

A review of the above-listed records indicates that neither the project site nor the immediately adject parcels have been identified as hazardous materials sites. No impact would occur.

**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 or excessive noise for people residing or working in the project area? (Less than Significant)**

The nearest public airport to the project site is the Napa County Airport, located approximately 1 mile to the south of the project site. The project location lies within an airport noise impact area (FAA 2008). As shown in Figure 3.1-4 of the Napa County Airport Master Plan Draft Environmental Assessment, the project area would experience a noise at a level of 55 (Community Noise Equivalent Level) CNEL. The analysis was intended to evaluate potential noise impacts to permanent development (e.g., single family homes) and not short-term impacts to construction crews or passing motorists. The project would not result in permanent development, and given the comparatively low CNEL, the impacts to construction crews and the roadway users upon completion would be less than significant.

**f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (No Impact)**

The project area can be accessed from numerous directions via Highway 221, Highway 12, Napa Valley Corporate Drive, Soscol Road, and Devlin Road. The project would modify the existing intersection at Soscol Road and Devlin Road to improve access and safety. Emergency vehicle access would be maintained during the construction phase of the project. Operationally, the modified intersection would improve emergency vehicle access due to improved mobility through the intersection. The project improvements would not interfere with an adopted emergency response plan or emergency evacuation plan. No impact would result.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less than Significant with Mitigation)**

The project site is not located in or contiguous to a State Responsibility Area (SRA) or lands classified as very high fire severity zones (VHFHSZ). The project site is located approximately 0.15 miles from the nearest designated SRA, and approximately 0.9 miles from the nearest lands classified as a VHFHSZ (CalFire FHSZ Viewer 2021). The project is located within a Local Responsibility Area (LRA) designated as a “Non-Very High” area (County 2008).

Although the project site is not located within designated areas at risk of wildland fires, it is possible that fire ignition could occur during construction (e.g., related to heavy machinery usage). Because the vegetation at the project site could be dry during construction and potentially ignited from a spark or hot equipment, the construction-related impact is considered significant. Implementation of Mitigation Measure HAZ-1 would reduce the impact to a less-than-significant level by requiring the use of construction techniques that would reduce the likelihood of fires during construction of the project.

Following construction, the redesigned intersection would continue to be exposed to wildfire related hazards as it is currently. The project would not result increased risk from wildfire beyond current conditions. It is possible that the project could result in a small decrease in wildfire risk as it will be designed to include fire-conscious hardscapes and roadside revegetation selections. The

operational impact would be less than significant.

### Mitigation

Implementation of Mitigation Measure HAZ-1 would require the use of construction techniques that would reduce the likelihood of wildland fires during construction of the project. Therefore, with implementation of Mitigation Measure HAZ-1, the impact related to wildland fires would be less than significant.

#### Mitigation Measure HAZ-1: Reduce Wildland Fire Hazards during Construction

Prior to construction, the County and its contractor(s) shall remove and/or clear away dry, combustible vegetation from the construction site and staging areas. Grass and other vegetation less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and prevent erosion outside the active construction zone. Vehicles shall not be parked in areas where exhaust systems contact combustible materials. Fire extinguishers shall be available on the construction site to assist in quickly extinguishing any small fires, and the contractors shall have on site the phone number for the local fire department.

## 3.10 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? | | | ✓ | |
| 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) Violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality? (Less than Significant)**

### Construction

The proposed footprint of the project would overlap with the existing intermittent drainage ditch along the northern boundary of the project site. It is likely that construction would occur during the dry, summer months, and therefore no water would be found within the drainage ditch and no water management, such as dewatering, would be necessary. Although no project construction activities are proposed to occur directly within a wetted channel, water quality could potentially be degraded

as a result of erosion caused by earthmoving activities during construction or the accidental release of hazardous construction chemicals. If not properly managed, construction activities could result in erosion, as well as the discharge of chemicals and materials, such as concrete, mortar, asphalt, fuels, and lubricants. Applicable water quality standards and waste discharge requirements could be violated, and polluted runoff could substantially degrade water quality.

As summarized in Section 1.5 (Environmental Protection Actions Incorporated into the project), implementation of Environmental Protection Action 2 is included as part of the project, requiring implementation of a Storm Water Pollution Prevention Plan (SWPPP) that would comply with applicable erosion and sediment control measures contained in the State Water Board's Construction General Permit. The SWPPP would address pollutant sources, non-storm water discharges resulting from construction dewatering if required, best management practices, and other requirements specified in the above-mentioned Order. The final constructed project would include a culvert for the northern drainage ditch to flow within, likely along its existing alignment. Because the project would implement applicable erosion, sediment and pollution control measures during construction, the potential impact related to degrading water quality would be less than significant.

### Operation

The project would create/replace a approximately 0.08 acres of impervious surfaces comprised of road widening and a new apron to the existing parking lot (predominantly located on the southern side of the project site) and the shared use path (located around the roundabout). Stormwater from impervious surfaces at the project site would drain to the outskirts of the project area, consistent with the current drainage pattern. No new low impact development (LID) techniques are proposed as less than 10,000 square feet of impervious surface would be created or replaced. Once operational stormwater would be absorbed via existing grassy permeable ground surfaces and drainage pathways. There would be a minor increase in impervious pavement near the northern drainage ditch mostly due to the shared use path. This would result in a potential increase in stormwater conveyance within the intermittent ditch, which has sufficient capacity for this potential increase in stormwater. Project operation related to water quality degradation would be less than significant.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less than Significant)**

The project area is underlain by the Napa Valley Groundwater Subbasin, which was reprioritized from a medium to a high priority ranking during the most recent basin prioritization process. Groundwater levels in the project vicinity have been reported at approximately 10 feet below the existing ground surface. Construction and operation of the project would not involve the withdrawal of groundwater or modify groundwater use. Operation of the project would result in a net increase in impervious surfaces which has the potential to affect groundwater recharge. Although the project would result in a net increase in the amount of impervious surfaces at the site compared to existing conditions, approximately 0.14 acres would transition from impervious to pervious surfaces which would allow surface level water to infiltrate into areas that are not currently permeable. The proposed impervious surfaces are located adjacent to existing impervious surfaces and fill in gaps around the existing roadway which already drains effectively. The project's minimal effect on groundwater recharge would not interfere substantially with groundwater recharge at the project site. The impact would be less than significant.

**c i-iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the addition of impervious surfaces, in a manner which would**

**result in substantial erosion or siltation, or flooding on- or off-site? Or would exceed the capacity of drainage systems or substantial sources of polluted runoff, or impede or redirect flood flows? (Less than Significant)**

Construction of the project would likely occur during the dry season, when no water is present in the northern drainage ditch. Following construction, a culvert would be installed that would convey the northern drainage ditch along the same or similar alignment, therefore no substantial alteration to the drainage pattern would occur. As mentioned above, the project would adhere to the SWPPP which would comply with the erosion and sediment control measures contained in the State Water Board's Construction General Permit. Although there is a proposed net gain of 0.08 acres of impervious surfaces, drainage pathways would remain the same due to the infill nature of the proposed impervious surfaces, as the grassy permeable fields to the south of the project area would largely remain unchanged. The project would convert a small portion of the adjacent ditch to a culverted system; however runoff drainage would continue to be directed downstream similar to existing conditions. Regarding flooding, the project is located outside of the 100-year and 500-year flood zone and is considered in an area of minimal flood hazard (FEMA 2021). Because the northern drainage ditch would continue to direct runoff downstream similar to existing conditions, and with, incorporation of water quality protection measures as stated in the SWPPP, presence of abundant permeable surfaces around the project site for stormwater infiltration, lack of flood hazards in the project area, and the absence of stormwater drainage alterations, construction and operation of the project is unlikely to result in substantial erosion or siltation or flooding on- or off-site. A less than significant impact would occur.

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Less than Significant)**

The project site is outside of the nearest mapped tsunami inundation area (CEMA et. al. 2009), and due to its location outside of any nearby enclosed water body, such as a lake, the occurrence of a seiche is unlikely. The project site is located in a relatively flat developed area and the potential for mudflows is considered unlikely. The risk of releasing pollutants due to project inundation would be less than significant.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No Impact)**

The project site is located within the area subject to the San Francisco Bay Water Quality Control Board's Basin Plan (Basin Plan). The Basin Plan lists action plans and policies to achieve water quality objectives, protect present and future beneficial water uses, protect public health, and prevent nuisance. As described under Impact 'a', the project would comply with applicable storm water standards and permits that are specifically designed to reduce potential water quality impacts to a less-than-significant level. The project as proposed would not conflict with or obstruct implementation of the regional Basin Plan. Therefore, no impact related to obstruction of the Basin Plan would result.

As described in Impact 'b' above, the project would not utilize or decrease groundwater supplies at the project site, nor substantially interfere with groundwater recharge. The Napa Valley Groundwater Subbasin is not presently subject to a Sustainable Groundwater Management Plan. The draft Sustainable Groundwater Management Plan is anticipated to be submitted to the Napa County Groundwater Sustainability Agency on November 1, 2021 (Napa County 2021). There are no site-specific standards for groundwater management within the Napa Valley Subbasin that the project would conflict with at this time. No impact would result.

## 3.11 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) Physically divide an established community? (No Impact)**

Division of an established community typically occurs when a new physical feature, in the form of a highway or railroad, physically transects an area, thereby removing mobility and access within an established community. The project involves redesign of an existing intersection in a way that does not increase capacity or fundamentally alter the size, width, number, or orientation of the connecting road segments. It is anticipated that, due to the inclusion of new pedestrian infrastructure in the project, that pedestrian safety and connectivity would improve following project completion. Therefore, no impact related to division of an established community would result.

**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? (Less than Significant with Mitigation Incorporated)**

The eastern portion of the project site has a land use designation of Agricultural, Watershed, and Open Space, and the western portion has the land use designation of Public-Institutional as defined in the Napa County General Plan. The eastern portion of the project site is zoned Industrial Park-Airport Compatibility (IP:AC) and the western portion is zoned General Industrial – Airport Compatible (GI:AC). As a transportation infrastructure project, the project is not subject to typical land use regulations such as those described in the General Plan and Zoning Code. It is considered a form of public infrastructure such as water or wastewater lines that support existing and proposed land uses in the surrounding area. Additionally, the General Plan encourages the use of roundabouts at intersections where appropriate (See Policy CIR-13 and CIR-13.5). Therefore, the proposed Project is consistent with the General Plan.

Specific Napa County General Plan policies adopted for the purpose of avoiding environmental effects are evaluated throughout this Initial Study under the corresponding issue areas. For example, policies related to scenic view corridors are evaluated in Section 3.1 (Aesthetics). Where potential conflicts are identified, environmental protection actions and/or mitigation measures are identified. Therefore, the impacts would be a less-than-significant with mitigation incorporated.

## 3.12 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) 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, or a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (No Impact)**

No mineral resources have been identified on the project site (County 2008). The project would involve limited site grading and excavation. Materials generated from these activities would be primarily reused on site. Little to no off native material off-hauling would occur, as described in the Project Description. Therefore, construction and operation of the project would not affect existing mining operations or result in the loss of availability of a known mineral resource. No impact would result.

## 3.13 Noise

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Result in 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) Result in generation of excessive groundborne vibration or 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? | | | | ✓ |

**a) Result in 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? (Less than Significant with Mitigation)**

### Construction

Section 8.16.080 of the Napa County Municipal Code identifies noise limits for construction activities. Specifically, Section 3.16.080 regulates noise generated by operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the nighttime hours of 7 p.m. and 7 a.m.; however, under the project no construction work would occur beyond 7 p.m. Construction would occur within the hours of 7:00 a.m. to 7:00 p.m., as defined in Section 8.16.080 of the Napa County Municipal Code. For industrial construction projects, the daily noise limit is 85 dBA from 7 a.m. to 7 p.m., and 70 dBA from 7 p.m. to 7 a.m. (Napa County 2013). Project construction is expected to begin in the summer of 2022 and last approximately 6 months. Construction would take place within the hours as described above.

Construction activities for the project would be typically carried out in stages. During each stage of construction, there would be a different mix of equipment in operation. Noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Impact pile driving is not proposed as a method of construction for the project. Typical construction noise levels at a distance of 50 feet are shown in Tables 3.13-1.

**Table 3.13-1. Typical Ranges of Construction Noise Levels at 50 feet, Leq (dBA)**

| | Domestic Housing | | Office Building, Hotel, Hospital, School, Public Works | | Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station | | Public Works Roads & Highways, Sewers, and Trenches | |
|---|---|---|---|---|---|---|---|---|
| | I | II | I | II | I | II | I | II |
| Ground Clearing | 83 | 83 | 84 | 84 | 84 | 83 | 84 | 84 |
| Excavation | 88 | 75 | 89 | 79 | 89 | 71 | 88 | 78 |
| Foundations | 81 | 81 | 78 | 78 | 77 | 77 | 88 | 88 |
| Erection | 81 | 65 | 87 | 75 | 84 | 72 | 79 | 78 |
| Finishing | 88 | 72 | 89 | 75 | 89 | 74 | 84 | 84 |

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973; Illingworth and Rodkin 2020

**I** - All pertinent equipment present at site.

**II** - Minimum required equipment present at site.

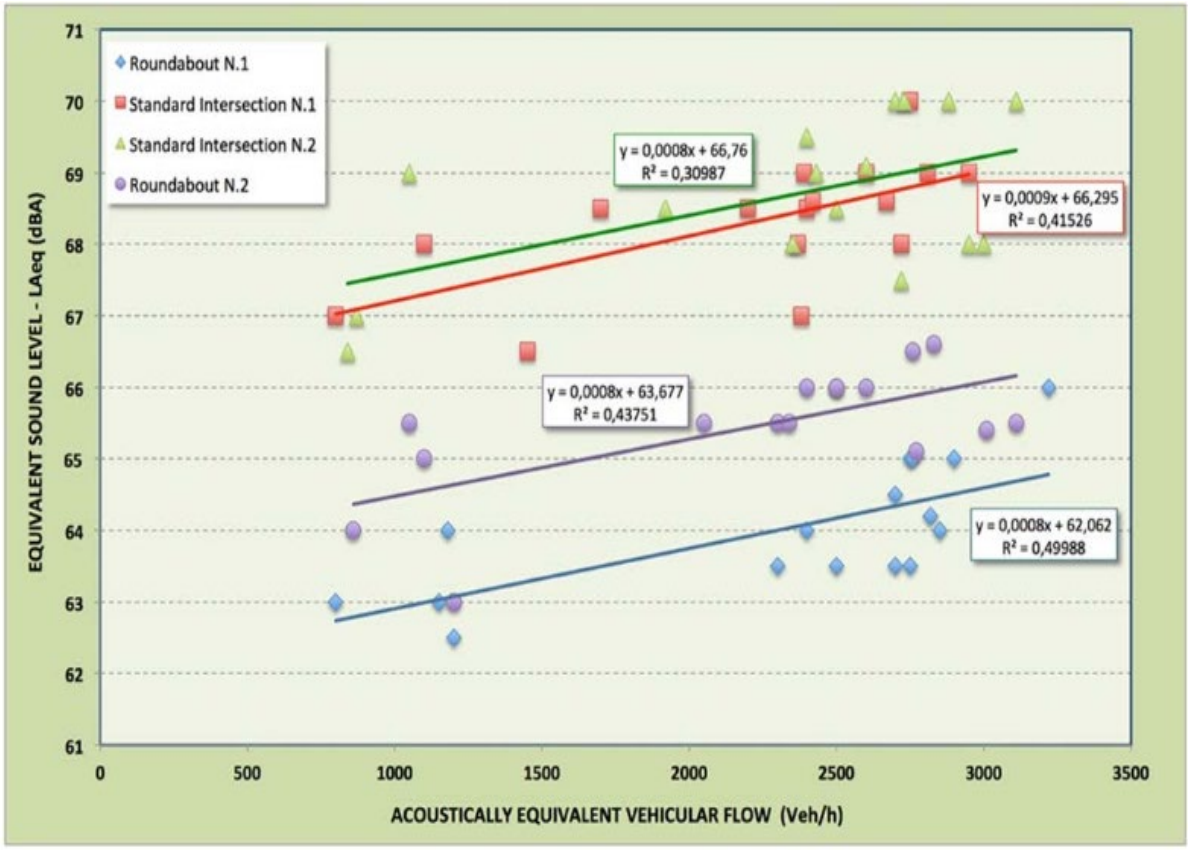
Using typical construction noise levels for public works roads & highways, sewers, and trenches as shown in Table 3.13-1, noise from construction may reach up to 88 dBA Leq at a distance of 50 feet. The nearest residence to the site is located immediately adjacent to the north (approximately 50 feet or less) from the project, along Soscol Ferry Road at the intersection with Devlin Road. At this distance, construction noise levels may reach up to 78 to 88 dBA Leq during busy periods of construction when multiple pieces of equipment are in operation. Noise levels at the nearest non-residential use, Soscol House, Demptos Napa Cooperage, a wine wholesaler and importer, located immediately adjacent to the western extent of the project where pavement is proposed for replacement, may reach up to 78 to 88 dBA Leq during busy periods of construction when multiple pieces of equipment are in operation.

Existing noise at the nearest receptors is characterized primarily by traffic at the Soscol Ferry Road and Devlin Road intersection, which is a heavily trafficked intersection especially during peak AM and PM hours. Most of the congestion is attributed to residents utilizing the interchange at State Route 29 and State Route 221 (Soscol Junction), which is directly to the east. Construction of the project may, at times, exceed the 85 dBA noise limit for daytime construction activities during ground excavations to either create impervious areas, or to transition from impervious to pervious. Replaced impervious areas would not need to be excavated, rather they would be re-paved on top of the existing pavement. In total approximately 0.61 acres (or 27% of the project area) would be excavated and thus likely produce noise levels up to 88 dBA to either transition the area from impervious to pervious, or vice versa, or to support the installation of the shared use path. The remainder of the project area would be graded or repaved and would not exceed the 85 dBA threshold. Implementation of Mitigation Measure NOI-1 would reduce potential construction noise level impacts to a less-than-significant level.

### Operation

A significant noise impact would occur if traffic generated by the project would substantially increase noise levels at sensitive receptors in the project vicinity. Existing noise levels at the project site are characterized by motorists at the heavily trafficked Devlin Road/Soscol Ferry Road intersection. The proposed project is expected to improve traffic flow via the roundabout and to reduce stop-and-go at the Devlin Road/Soscol Ferry Road intersection. The Napa County General Plan identifies

roundabouts as an operational improvement to be explored to improve traffic flow and reduce conflicts (Napa County 2019). Roundabouts favor the reduction of approach speed and fluidity of circulation, as opposed to the stop-and-go of a typical intersection, and have been shown to reduce noise by approximately 4-5 dB compared to standard intersections (Distefano and Leonardi 2019). Of four intersections studied (comprised of two roundabouts, and two standard intersections), the standard intersections consistently yielded greater noise (see Image below). Therefore, operation of the project is expected to reduce noise levels through traffic calming and improved traffic flow. A less than significant impact would occur.




Source: Distefano and Leonardi 2019

## Mitigation

Implementation of Mitigation Measure NOI-1 (Reduce Construction Noise Levels) would reduce the potential impact from construction noise to a less-than-significant level by implementing methods to meet the thresholds.

### Mitigation Measure NOI-1: Reduce Construction Noise Levels

The contractor will determine the specific methods to meet the performance standards provided above. Specific measures that can be feasibly implemented to comply with these performance standards include, but are not limited to, the following:

- Best available noise control practices (including mufflers, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) shall be used for all equipment and trucks in order to minimize construction noise impacts.
- If impact equipment (e.g., jack hammers, pile drivers) is needed during project construction, hydraulic- or electric-powered equipment shall be used wherever feasible to avoid the noise associated with compressed-air exhaust from pneumatically-powered tools. However, where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. External jackets on the tools themselves shall also be used if available and feasible.
- Stationary noise sources shall be located as far from sensitive noise receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used. Enclosure openings or venting shall face away from sensitive noise receptors.
- A designated project liaison shall be responsible for responding to noise complaints during the construction phases. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. This person shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular Project meetings with the contractor. The liaison shall coordinate with the contractor to modify any construction activities that generate noise levels above the levels identified in the performance standards listed in this measure.
- A reporting program shall be required that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.
- Locate equipment at the work area to maximize the distance to noise-sensitive receptors, and to take advantage of any shielding that may be provided by other on-site equipment.
- Maintain the equipment properly to minimize extraneous noise due to squeaking or rubbing machinery parts, damaged mufflers, or misfiring engines.
- Provide advance notice to nearby residents prior to starting work at each work site, with information regarding anticipated schedule, hours of operation and a project contact person.
- Utilize a temporary noise barrier placed as close to the receptor (e.g., along the residential property line) or to the work site (e.g., as close as 15 to 20 feet from the loudest generating activity area) as possible.
- Utilize sound blankets.

With implementation of Mitigation Measure NOI-1, construction noise levels would be reduced to a less-than-significant level.

**b) Result in generation of excessive groundborne vibration or noise levels? (Less than Significant)**

For continuous/frequent intermittent sources, the California Department of Transportation (Caltrans) recommends a vibration limit of 0.5 in/sec Peak Particle Velocity (PPV) for new residential and modern commercial/industrial structures, 0.3 in/sec PPV for older residential structures, or 0.12 in/sec PPV for historical buildings, such as the Suscol House, or buildings that are documented to be structurally weakened to provide the highest level of protection. For the purposes of this study,

groundborne vibration levels exceeding the conservative 0.3 in/sec PPV limit have been selected as the significance threshold for a vibration impact, while the limit of 0.12 in/sec PPV has been selected as the significance threshold for a vibration impact to the Suscol House (Caltrans 2020). For annoyance potential to humans, continuous/frequent intermittent sources of vibrations are considered barely perceptible when less than or equal to 0.01 PPV, distinctly perceptible when less than or equal to 0.04 PPV, strongly perceptible when less than or equal to 0.10 PPV, and severe when less than or equal to 0.4 PPV (Caltrans 2020).

Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. This would occur when converting impervious areas to pervious, (i.e., breaking up existing pavement to transition it to a landscaped area), which is anticipated to occur. Construction activities would include limited road demolition, preparation work, grading, road foundation work, paving, and finishing. Pile driving, which can cause excessive levels of vibration, would not be utilized as a method of construction.

Table 3.13-2 presents typical vibration levels that could be expected from construction equipment at a reference distance of 25 feet and calculated levels at other distances representative of sensitive receptors in the vicinity. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. As indicated below in Table 3.13-2, vibration levels as a result of project construction would not exceed any limits recommended by Caltrans. At the Suscol House, the greatest vibration anticipated would be 0.098 in./sec PPV as it is located approximately 50 feet away from where construction activities would occur. However,, vibration may temporarily be considered strongly perceptible to severe for humans in the nearby residence. Receptors in the nearby warehouse may feel vibrations that are distinctly perceptible. This impact would be temporary during construction and would not persist during project operation. Therefore, the impact would be less than significant.

**Table 3.13-2. Vibration Source Levels for Construction Equipment**

| Equipment | PPV at 25 ft. (in/sec) | PPV at 50 ft. (in/sec) | PPV at 100 ft. (in/sec) |
|---|---|---|---|
| Clam shovel drop | 0.202 | 0.094 | 0.044 |
| Vibratory Roller | 0.210 | 0.098 | 0.046 |
| Hoe Ram | 0.089 | 0.042 | 0.019 |
| Large bulldozer | 0.089 | 0.042 | 0.019 |
| Caisson drilling | 0.089 | 0.042 | 0.019 |
| Loaded trucks | 0.076 | 0.035 | 0.017 |
| Jackhammer | 0.035 | 0.016 | 0.008 |
| Small bulldozer | 0.003 | 0.001 | 0.001 |

Source: Caltrans 2020

**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? (No Impact)**

The nearest public airport to the project site is the Napa County Airport, located approximately 1.25 miles south of the project site. The project site is located approximately 0.25 miles north of (and outside of) the 55 CNEL noise contour identified for the Napa County Airport in the 2008 Napa County Airport Master Plan Environmental Assessment (FAA 2008). Therefore, the project would not expose people to noise in the vicinity of an airport. No impact would result.

## 3.14 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 (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | ✓ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | ✓ |

**a) 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)? (No Impact)**

The project would not induce substantial unplanned population growth directly or indirectly. The project does not include new homes or businesses that would directly induce population growth in the area, nor would the intersection be widened to accommodate additional capacity. Therefore, the project would not directly or indirectly induce population growth in the project area. No impact would occur.

**b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)**

No housing or people would be displaced by the project and no replacement housing would be required. No impact would result.

## 3.15 Public Services

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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: | | | | |
| Fire Protection? | | | | ✓ |
| Police protection? | | | | ✓ |
| Schools? | | | | ✓ |
| Parks? | | | | ✓ |
| Other public facilities? | | | | ✓ |

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services? (No Impact)**

As discussed in Section 3.14, Population and Housing, implementation of the project would not induce population growth and, therefore, would not require expanded fire or police protection facilities to maintain acceptable service ratios, response times, or other performance objectives. The project would not result in an increase in the County's student population and, therefore, no new or expanded schools would be required. The project would not result in the increased use of existing parks and other public facilities as it would not induce population growth. The project would not require the expansion of recreational facilities to maintain acceptable service ratios or expansion of other public facilities. No impact on public services would occur.

## 3.16 Recreation

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| a) 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) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | | ✓ |

**a, b) 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, or include or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (No Impact)**

The project site is not located within the immediate vicinity of recreational facilities. Additionally, the project would not directly or indirectly induce population growth in the project area (see Section 3.14, Population and Housing). Therefore, the use of existing neighborhood and regional parks would not change as a result of the project and no new or expanded recreational facilities would be required. No impact would occur.

## 3.17 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 uses (e.g., farm equipment)? | | | ✓ | |
| d) Result in inadequate emergency access? | | | ✓ | |

**a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (No Impact)**

### Transit Facilities

The Napa Valley Transportation Authority's (NVTA) VINE Transit system operates eight regional and local bus routes in the vicinity of the project site. Route 11 (Napa Vallejo Connector) The utilizes the project site along its route. The project site would continue to operate during construction and operations. Therefore, the existing transit routes and facilities would not be affected by the project. No transit-related conflict would result.

### Bicycle and Pedestrian Facilities

No sidewalk or pedestrian refuges are located within the project area. The existing project site is generally a developed roadway, with some undeveloped adjacent areas. Narrow shoulders exist along the northeast bound transition from Devlin Road to Soscol Ferry Road. A southbound Class II bike lane is currently provided along Devlin Road within the project area, but not on Soscol Ferry Road.

The project would install a 10-foot shared-use path to convey pedestrian and bicycle traffic through the intersection and provide the opportunity for cyclists to exit the bicycle lane via a bicycle ramp and navigate the intersection on the shared-use path and through the crosswalks. Cyclists would also have the option to exit the bicycle lane and enter the roadway to ride with vehicle traffic through the roundabout.

Crosswalks would be located at each of the three access points of the roundabout and would be split into two separate crossings through the provision of the pedestrian refuges at the splitter islands. These two-stage crossings would reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time. Pedestrian crossings would be a minimum of one car length from the circulatory roadway, and the pedestrian refuges at the splitter islands would be at least six feet wide, consistent with the NCHRP Guide. The project would significantly improve bicycle and pedestrian facilities and would yield no adverse impact.

**b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Less than Significant)**

CEQA Guidelines § 15064.3, Subdivision (b) indicates that land use projects would have a significant impact if the project resulted in vehicle miles traveled (VMT) exceeding an applicable threshold of significance. It further notes that if existing models or methods are not available to estimate the VMT for the project being considered, a lead agency may analyze the project's VMT qualitatively. The County of Napa currently has no thresholds of significance related to VMT, and as of the date of the analysis, a regional travel demand model for Napa County is under development but not yet available for VMT analysis. Additionally, based on the Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, installation of a roundabout is likely a project that would not lead to a substantial or measurable increase in vehicle travel and generally should not require an induced transportation analysis where the lead agency would need to quantify the additional vehicle traffic associated with the project (OPR 2018). As a result, the project-related VMT impacts are assessed qualitatively.

The project would include a single-lane roundabout which is similar to the existing intersection footprint. During construction, equipment would be driven to and from the project site, and limited off-haul of impervious surfaces planned for removal would occur. However, during project operation, there would be no measurable change in miles traveled because the project footprint is nearly identical to the existing footprint. The project would not enhance capacity, rather it would reduce stop and go and associated congestion and would therefore likely decrease travel time. The purpose of the project is to improve efficiency and safety, not to increase capacity. Construction of the project would result in a minor and temporary increase in VMT; however, the project would not increase capacity and would not add additional VMT under project operation , therefore this potential impact is considered less than significant.

**c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less than Significant)**

Construction of the project is proposed to begin in the summer of 2021 and would be completed over an approximately 6-month period. The number of construction-related vehicles traveling to and from the project site would vary on a daily basis. The only off-haul of materials would include the sections of impervious road to be removed (totaling approximately 0.14 acres). Equipment staging would occur in the existing adjacent parking lot and therefore would not need to travel far for construction (besides the limited off-haul). Materials would also be staged in the adjacent parking lot. Hazards would not substantially increase due to the close proximity of the staging area and limited off-haul of materials.

The project would be constructed in phases, and traffic would be routed around the work area utilizing the Caltrans right-of-way to support project phasing. The contractor would implement traffic controls to safely re-route motorists, cyclists and pedestrians around the work area. This re-routing would be

temporary during the 6 months of construction.

The proposed roundabout design would meet Caltrans standards for safety, and therefore would not substantially increase hazards due to a design feature. The proposed project is a compatible land use because it would decrease traffic congestion and improve safety and circulation efficiencies for motorists, cyclists, and pedestrians compared to existing conditions. Because the proposed project meets Caltrans safety standards, would retain access by motorists, cyclists and pedestrians throughout construction, and is a compatible land use, this potential impact is considered less than significant.

**d) Result in inadequate emergency access? (Less than Significant)**

The project would be designed to Caltrans and County standards which includes emergency access along the roadway shoulders. Therefore, emergency access is expected to be acceptable. The impact would be less than significant.

## 3.18 Tribal Cultural Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| **Would the project:** | | | | |
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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, | | | | |
| i) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k)? | | ✓ | | |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. | | ✓ | | |

**a,i, a.ii) Cause a substantial adverse change in the significance of a tribal cultural resource? (Less than Significant with Mitigation)**

CEQA requires lead agencies to determine if a project would have a significant effect on tribal cultural resources. The CEQA Guidelines define tribal cultural resources as: (1) a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or eligible for listing on the California Register of Historical Resources, or on 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 according to the historical register criteria in Public Resources Code Section 5024.1(c), and considering the significance of the resource to a California Native American tribe.

The County has received requests for notification of proposed projects from three California Native American tribes pursuant to Public Resources Code Section 21080.3.1, including Middletown Rancheria, Mishewal Wappo Tribe of Alexander Valley, and Yocha Dehe Wintun Nation. The County initiated contact with Native American tribes as part of preparing this CEQA Initial Study and as part of the Archaeological Resources Study prepared for the project (ASC 2021). Efforts to identify tribal cultural resources that could be affected by the project included a search of records at the Northwest

Information Center, literature review, consultation with the Native American Heritage Commission (NAHC), contact with appropriate local Native American Tribes, and a pedestrian archaeological survey of the project site.

On January 20, 2021, the NAHC was contacted to request a review of the Sacred Lands File for information on Native American cultural resources in the project area. On January 28, 2021, the NAHC responded with a list of tribal groups and individuals who may be able to provide information on potential cultural resources. The NAHC also responded that the search of the Sacred Lands File indicated that there was a potential presence of a Sacred Site in the project vicinity. Scott Gabaldon, Chairperson of the Mishewal-Wappo Tribe of Alexander Valley, was identified by the NAHC as a contact person who may have knowledge of the resource.

On January 29, 2021, letters were mailed to the individuals listed by the NAHC requesting additional information. On February 2, 2021, Chairperson Gabaldon was additionally contacted via email informing him of the Sacred Site identified by the NAHC in the project area. On February 22, 2021, Mr. Gabaldon was provided the results of the archaeological field survey.

On February 25, 2021, a response was received from the Yocha Dehe Wintun Nation Tribal Historic Preservation Officer Leland Kinter, who indicated that the proposed project could impact known cultural resources. He suggested that cultural monitors be present during initial ground disturbance and that a cultural sensitivity training be conducted for any pre-project personnel.

On March 30, 2021, the County sent out consultation letter pursuant to AB 52 to all three Tribes mentioned above who requested formal consultation from the County. Although to date no formal responses have been received, based on the informal consultation done previously, the positive result from the Sacred Lands File, and the initial responses from the Yocha Dehe Wintun Nation, it is assumed that during construction the project has the potential to encounter previously undiscovered surface or subsurface tribal cultural resources. If such resources were to represent unique tribal cultural resources as defined by CEQA, any substantial change to or destruction of these resources would be a significant impact.

### Mitigation

Implementation of Mitigation Measures CR-1 (Archaeological Monitoring and Inadvertent Discovery Procedures), CR-2 (Coordinate with Yocha Dehe Wintun Nation Tribe regarding Cultural Training and Monitoring), and CR-3 (Protect Human Remains If Encountered during Construction) would be required for the project (please see Section 3.4, Cultural Resources for a full description of the mitigation measures). Implementation of Mitigation Measures CR-1 through CR-3 would reduce the potential impact to previously undiscovered tribal cultural resources to a less-than-significant level by requiring training of contractors, tribal and archaeological monitoring during initial ground disturbance, and procedures to be taken in the event of inadvertent discovery of resources consistent with appropriate laws and requirements.

## 3.19 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, electrical 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) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Less than Significant)**

During construction the project may require a limited amount of water for dust suppression, which would be trucked in as needed. No long-term use of water would be required during operation of the proposed project. Additionally, the project would not result in short- or long-term generation of wastewater requiring treatment. Storm water associated with new impervious surfaces would be collected via existing bioretention areas located adjacent to the project site. The project would increase impervious surfaces by approximately 0.32 acres (~14,000 square feet). While these impervious surfaces would result in an incremental increase in storm water runoff, the increase can be accommodated by LID currently in place and would discharge to the storm drain system at similar rate as existing conditions. Therefore, the existing storm water drainage system would have adequate capacity to serve the project. Therefore, no additional off-site storm water improvements are anticipated to be required to accommodate runoff from the project.

The project would require a relocation of overhead utility lines and fiber optic lines, owed by PG&E and AT&T respectively. Additionally, 12 new streetlights would be installed and would utilize the

existing infrastructure. The potential environmental impacts associated with the dry utility improvements are evaluated as part of this Initial Study. No additional electrical, natural gas, or telecommunication facilities or expansion of existing facilities would be required to serve the project. The impact would be less than significant.

**b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (No Impact)**

As discussed in Impact "a", project construction would require minimal water for dust suppression . No water would be required for the long-term operation of the project. Therefore, existing water supplies are considered sufficient to serve the project. No new regional water supplies or facilities would be required. Therefore, implementation of the project would not impact water supply during normal, dry and multiple dry years. No impact would result.

**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? (No Impact)**

As discussed in Impact "a", the project would not generate any wastewater requiring treatment during construction or operation of the project. Therefore, no increase in wastewater capacity would be required from the local wastewater treatment facility. No impact would occur.

**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? (Less than Significant)**

Project construction would result in a temporary increase in solid waste generation including paving and soil associated with construction of the roundabout. Demolition materials with no practical reuse or that cannot be salvaged or recycled would be disposed of at a landfill. Transport of solid waste from the project site would most likely be disposed of at Potrero Hills Landfill, located at 3675 Potrero Hill Lane in Suisun City, Solano County. The Potrero Hills Landfill is an active solid waste landfill with an allowable daily capacity of 4,330 tons per day and approximately 13.9 million cubic yards of remaining capacity, and is permitted to remain in operation through 2048 (CalRecycle 2021). In addition, there are several other active permitted regional landfills in the project vicinity, including the Redwood Sanitary Landfill (26 million cubic yards remaining capacity), Vasco Road Landfill (7.4 million cubic yards remaining capacity), and Keller Canyon Landfill (63.4 million cubic yards remaining capacity) (CalRecycle 2021). Following construction, solid waste disposal would not be required, therefore no long-term impact would occur. The solid waste generated during construction would be temporary and would represent a small fraction of the daily permitted tonnage of these facilities. Solid waste from the construction project would not be expected to exceed the capacity of or otherwise adversely affect the Potrero Hills Landfill. Therefore, the impact related to increased demand for solid waste and landfill space would be less than significant.

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less than Significant)**

The Integrated Waste Management Act mandates a reduction of solid waste disposal and establishes an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. Waste generated during construction would be required to be disposed of in accordance with standard County operating procedures pursuant to federal, State, and local regulations. Construction and demolition waste would be sorted and loaded for disposal or recycling

at appropriate off-site facilities; only demolition materials that have no practical reuse or that could not be salvaged or recycled would be disposed of at a landfill. Project construction and demolition activities would be required to comply with applicable solid waste regulations, and solid waste generated on-site would be required to be disposed of in accordance with all applicable federal and state regulations related to solid waste. The short-term impact would, therefore, be less than significant.

Following construction, no solid waste disposal needs would be required for the project. Therefore, no long-term impact would occur.

## 3.20 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 downslope or downstream flooding or landslides as a result of runoff, post-fire slop instability, or drainage changes? | | | ✓ | |

The project site is not located in or contiguous to a State Responsibility Area (SRA) or lands classified as very high fire severity zones (VHFHSZ). However, the project site is located approximately 0.15 miles from the nearest designated SRA, and approximately 0.9 miles from the nearest lands classified as a VHFHSZ (CalFire FHSZ Viewer 2021).

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than Significant Impact)**

During construction, the project may require a portion of the project site be temporarily closed off in order to construct the roundabout. Detours through the project area would be available and access through the project site for emergency vehicles would be preserved. During operation, the intersection would operate acceptably and provide ample room for emergency vehicles to utilize if necessary. There are no emergency evacuation plans specific to Napa County. Therefore, the project is not anticipated to impact an adopted emergency response or evacuation plan. A less than significant impact would occur.

**b) Exacerbate wildfire risks? (No Impact)**

Wildfire risk is dependent upon existing environmental conditions, including but not limited to the amount of vegetation present, topography, and climate. The project site is located within a developed area surrounded by non-native grassland, and commercial and residential uses. Climate in the area is generally warm and temperate, with the winters being rainier than the summers.

The project would construct a roundabout within an existing intersection. The proposed intersection serves as a connection to and from adjacent highways which would allow for movement away from a wildfire and associated pollutants should a wildfire occur in the project vicinity. Once implemented, the project would allow for more efficient use of the intersection and could potentially result in quicker access to adjacent highways. Additionally, the project would not house residents or other occupants, nor would it promote users to linger within the project footprint. Therefore, the project would not exacerbate wildfire risks . No impact would occur.

**c) Require installation or maintenance of associated infrastructure? (Less than Significant)**

The proposed project would construct a roundabout within an existing intersection. New lighting is proposed; however, the lights would require a negligible amount of maintenance and would not increase the risk of a wildfire. No other infrastructure such as roads, fuel breaks, or other utilities would be installed that would require additional maintenance beyond what is currently required. Once the intersection is constructed there is not anticipated to be any temporary or ongoing impacts to the environment beyond what are currently present. A less than significant impact would occur.

**d) Expose people or structure to significant risks, including downstream flooding or landslides, as a result of post-construction runoff, post-fire slope instability or drainage changes? (Less than Significant)**

The proposed project is not located within a designated floodplain, or in the immediate vicinity of a creek or river. Additionally, the drainage patterns at the site would remain essentially the same as under existing conditions. The project site is located in an area with a moderate risk of landslides occurring, however, the construction of the new roundabout within an existing intersection is not anticipated to exacerbate risk of landslides. No new structures would be constructed that would house residents. There would be a less than significant impact involving the exposure of people or structures to significant risks including flooding or landslides resulting from post-file instability.

## 3.21 Mandatory Findings of Significance

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | | ✓ | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | | ✓ | | |
| c) Does the project have environmental effects which would 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? (Less than Significant with Mitigation)**

Potential project impacts to biological and cultural resources are addressed in Section 3.4, Biological Resources, Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources, respectively. With implementation of the recommended mitigation measures identified in this Initial Study, the potential for project-related activities to degrade the quality of the environment, including wildlife species or their habitat, plant or animal communities, or important examples of California history or prehistory would be reduced to less-than-significant levels.

**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)? (Less than Significant with Mitigation)**

Cumulative impacts are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. This cumulative impact analysis uses the list approach. A search was undertaken to identify other reasonably foreseeable projects that may have overlapping or cumulative impacts with the project. Efforts to identify cumulative projects included review of local agency capital improvement program and community development project lists, as well as Napa Valley Transportation Authority projects. Projects identified and considered for cumulative impacts include:

- Caltrans Soscol Avenue Improvement Plan – This cumulative project includes the planned widening of SR 221/Napa-Vallejo Highway to six lanes along with bicycle and pedestrian improvements. The schedule for completion of the improvements is dependent on future funding and no specific timeline is available.
- Napa Valley Transportation Authority Soscol Junction Improvement Project – This cumulative project would reconfigure the existing intersection of State Route 28 and State Route 221/Soscol Ferry Road from a signalized intersection to a full diamond interchange with two roundabout intersections on either side of SR 29. Construction is anticipated to occur in five stages over approximately 2 years beginning in 2022.

As summarized in Section 3 of this Initial Study, the project would not result in impacts on agriculture and forestry resources, mineral resources, population/housing, or recreation. Impacts from aesthetics, hazards and hazardous materials, and geology and soils are site specific and do not accumulate by nature. Therefore, implementation of the project would not significantly contribute to any related cumulative impact on these resources.

Based on current schedules, the construction of the Soscol Junction Improvement project may overlap with the construction of the proposed roundabout. If construction of the Soscol Junction Project and the proposed project were to occur simultaneously, construction vehicles would utilize similar regional highways and local roadways. Although simultaneous construction would not require additional staging areas that would affect normal roadway functionality or parking supply, it may result in temporary lane closures. Therefore, the potential for a cumulative increase in construction related traffic and potential traffic hazards would be significant and the project's contribution to the cumulative impact could be cumulatively considerable. Implementation of C-TR-1 would ensure the County and its contractor coordinate with other projects in the vicinity to avoid or minimize impacts during construction of the project.

As described in Section 3.13, Noise, the project would have impacts related to construction noise. Noise impacts are cumulative if located within proximity to other projects, and the Soscol Junction Project would be located within the immediate vicinity of the project site. However, the project's impact related to construction noise would be reduced to a less-than-significant level with implementation of Mitigation Measure NOI-1 (Reduce Construction Noise Level). With implementation of this measure, the project's contribution to cumulative construction noise impacts would not be cumulatively considerable, and therefore would be less than significant. Once constructed, the roundabout would result in a decrease in noise in the operational phase. The project

would not contribute to a cumulatively considerable noise impact.

As described in Section 3.3, Air Quality, BAAQMD's basic air quality control measures are applied as a mitigation measure so that the BAAQMD's screening criteria for construction-generated criteria pollutant and precursors may be applied. The project is under the screening criteria and therefore is not considered to have a cumulative significant impact. Therefore, the Project would not significantly contribute to a cumulative impact for air quality.

As described in Section 3.4, Biological Resources, a sensitive species has the potential to occur within the project site. Loss of habitat or individuals due to project implementation could contribute to cumulative impacts for that species. Migratory birds could be nesting near the project at the time of construction. Disturbance of nesting due to the project could contribute to cumulative impacts for such species.

Implementation of the mitigation measures presented in Section 3.4 would reduce the project's contribution to cumulative biological resource impacts resulting from completion of the project. Furthermore, the habitat at the project site consists of either man-made or disturbed, marginal communities. Therefore, project contributions to the potential loss and/or restriction of biological resources in the region would not be considerable.

### Mitigation

With implementation of Mitigation Measure C-TR-1 (Coordinate Traffic Control Plan with Other Simultaneous Projects in the Vicinity), the project's contribution to cumulative impacts related to construction traffic impacts would not be cumulatively considerable.

> **Mitigation Measure C-TR-1: Coordinate Traffic Control Plan with Other Simultaneous Construction Projects**
>
> Prior to construction, the County and its contractors shall coordinate with other projects in the immediate vicinity and update traffic control plans to avoid overlapping construction schedules or, if not practical, to minimize impacts to congestion, traffic hazards, emergency access, and alternative modes of transportation. Coordinated plans shall identify strategies to maintain adequate roadway functionality and to ensure maintained access to residential and business sites in the project area, including emergency vehicle access.

**c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant with Mitigation)**

With implementation of the recommended mitigation measures identified in this Initial Study, the potential for project-related activities to cause substantial adverse effects on human beings would be reduced to less-than-significant levels.

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