Chapter 3
Environmental Analysis

3.1 ORGANIZATION OF THE ENVIRONMENTAL ANALYSIS

This chapter presents the analysis of environmental factors that may be affected by the proposed transportation improvement expenditure plan.

The following resource topics are evaluated in this chapter:

- 3.2, Land Use and Planning;
- 3.3, Visual Quality;
- 3.4, Population and Housing;
- 3.5, Transportation;
- 3.6, Air Quality;
- 3.7, Noise;
- 3.8, Agricultural Resources;
- 3.9, Biological Resources;
- 3.10, Geology and Seismicity;
- 3.11, Hydrology and Water Quality; and
- 3.12, Cultural Resources.

In general, the evaluation of impacts is organized into the following categories for each topic discussed:

- Jamieson Canyon Corridor Program
- Transportation Demand Management Program
- Safe Streets and Roads Maintenance and Congestion Relief Program

Sections 3.5, Transportation and 3.10, Geology and Seismicity analyze the transportation improvement expenditure plan programs cohesively, and do not separate the discussion into the categories above.

For each resource topic, the following discussion is presented:

- The **Environmental Setting** section provides a general overview of existing conditions within Napa County. Relevant federal, state, and local regulations are also identified and discussed.
- The **Impacts and Mitigation Measures** section provides a description of criteria used to evaluate whether an impact is considered potentially significant. These "significance criteria" are based on standards identified Appendix G of the CEQA Guidelines, applicable public policies and regulations, and professional judgment. Potentially significant impacts of the proposed transportation improvement expenditure plan are enumerated, summarized, and discussed. Mitigation measures that would reduce potentially significant impacts are identified and the significance of the impact after mitigation is indicated. For impacts found to be less

than significant, mitigation measures are not required but may be proposed to further reduce potential environmental effects.

For each impact, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows:

1. Potentially significant (PS) impacts include those cases where it is not precisely clear whether a significant effect would occur; the analysis in these instances conservatively assesses the worst-case conditions, but the discussion acknowledges that there is uncertainty regarding the extent of the impact.
2. Less-than-significant (LTS) impacts include effects that are noticeable, but do not exceed established or defined thresholds. For example, air pollution caused by an increase in the development and density of population in a project area may be perceptible, but need not exceed acceptable thresholds or standards. Therefore, the effect would be considered less than significant.
3. No Impact (NI) includes situations where there is no adverse effect.

Significance criteria are used to classify an impact into one of the above categories. For each impact identified as being potentially significant (PS), mitigation measures are identified to reduce the impact to a less-than-significant (LTS) level, to eliminate, or to avoid a negative effect. If the impact significance remains significant even with implementation of the mitigation measure, the impact is deemed significant and unavoidable (SU).

ENUMERATION OF IMPACTS AND MITIGATION

Each impact topic is numbered using an alpha-numerical system that identifies the environmental issue. For example, *NO-1* denotes the first impact discussion in the Noise subsection. The letter codes used to identify the environmental issues discussed in this section are:

- LU – Land Use and Planning
- VQ – Visual Quality
- PH – Population and Housing
- TR – Transportation
- AQ – Air Quality
- NO – Noise
- AG – Agricultural Resources
- BR – Biological Resources
- GS – Geology and Seismicity
- HY – Hydrology and Water Quality
- CR – Cultural Resources

Mitigation measures are numbered to correspond to the impacts they address; e.g., Mitigation Measure TR-3.1 refers to the first mitigation for Impact 3 in the Transportation subsection. A brief mitigation measure title (in the form of an action statement) is included to easily identify the mitigation measure.