

Chapter 4

Other Required CEQA Analysis

INTRODUCTION

This chapter discusses the cumulative impacts and the significant and unavoidable impacts of the proposed transportation improvement expenditure plan program (program). Growth-inducing impacts are summarized in this chapter but are analyzed in depth in the specific resource sections of Chapter 3. The potential for the use of nonrenewable resources as a result of program implementation is also discussed in this section.

REQUIRED ANALYSES

Cumulative Impacts

Requirements for Analysis

State CEQA Guidelines Section 15130 requires that an EIR analyze the significant cumulative impacts of a proposed project. This discussion should not consider impacts that are not a result in part from the project being evaluated. A cumulative impact, as stated in CEQA Guidelines Section 15355, is an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the [proposed] project when added to other closely related past, present, and reasonably foreseeable probable future projects.” Cumulative impacts may also result from individually minor but collectively significant projects taking place over a given timeframe.

When a lead agency determines that an incremental impact is not cumulatively considerable, the agency must briefly describe its basis for that determination, but does not need to consider that impact significant.

Approach to Cumulative Impacts

For the cumulative analysis, the county and city general plans were reviewed. CEQA Guidelines Section 15130 requires an EIR to use either a list of cumulative projects, or growth projections based on adopted plans. This EIR uses the projection approach to cumulative impacts because this is a program-level EIR for a funding project that would implement components of adopted general plans. The list method would not be appropriate for a program that would span 30 years and six jurisdictions.

Because the proposed transportation improvement expenditure plan proposes to provide funding to further adopted local general plans, the proposed transportation improvement expenditure plan could contribute to cumulative impacts resulting from implementation and buildout of the local agencies' general plans. Implementation of the proposed plan would generally result in less-than-significant cumulative impacts, with mitigation included, but cumulative significant and unavoidable impacts could occur under the same environmental resource areas identified as project-specific significant and unavoidable impacts. Cumulative impacts are the same as the project-specific impacts because the project is a funding mechanism intended to implement objectives and goals of the local agencies' general plans.

Land Use

The Land Use analysis in an EIR does not typically include a discussion of cumulative impacts. Because the project-specific analysis considers both existing and future planned land uses, impacts resulting from the additive effect of other proposed or speculative land use plans would not differ from those identified in the above impact discussions. Similarly, because the analysis of applicable land use goals and policies considers both existing and planned land uses, cumulative land use compatibility impacts are not considered independently.

Visual Quality

The following impacts would contribute to cumulative impacts on visual quality in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

VQ-1. Potentially cause a significant effect on scenic vistas or the existing visual character or quality of Napa County's visual resources.

Mitigation Measure VQ-1.1 Implement Tree Replanting, Replacement, and Protection Program.

VQ-2. Potentially degrade scenic resources within a state or local scenic highway.

Mitigation Measure VQ-1.1 Implement Tree Replanting, Replacement, and Protection Program.

VQ-3. Potentially cause new sources of light and glare.

Mitigation Measure VQ-3.1 Design Lighting to Meet Minimum Safety and Security Standards.

Population and Housing

Growth inducing aspects of the proposed transportation improvement expenditure plan are discussed under "Growth Inducement", following this section. Cumulative development in the county could result in the displacement of existing houses and/or residents. Overall, however, the county is expected to increase the number of housing units and its population over the next 25 years. This

growth would be in accordance with adopted policies (including Measures A and J), Napa's Rural Urban Limit policy, and general plans.

Transportation

The following impacts would contribute to cumulative impacts on land use in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

TR-5. Implementation of the proposed transportation improvement expenditure plan programs could result in inadequate emergency access.

Mitigation Measure TR-5.1 Develop and Implement Project-Specific Construction Traffic Management Plan.

Air Quality

The following impacts would contribute to cumulative impacts on air quality in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

AQ-1 Violate BAAQMD standards with short-term increases in PM₁₀ emissions related to construction activities.

Mitigation Measure AQ-1.1 Implement Dust Control Measures.

AQ-3. Expose sensitive receptors to substantial pollutant concentrations.

Mitigation Measure AQ-3.1 Conduct an Exposure Assessment to Determine Significance of Potential Impacts.

Noise

The following impacts would contribute to cumulative impacts on noise in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

NO-1 Potentially result in permanent increases in ambient noise levels that exceed established local noise standards or other applicable standards.

Mitigation Measure NO-1.1 Conduct Project-specific Noise and Vibration Analysis.

NO-2. Potentially result in short-term increases in noise and ground-borne vibration levels due to construction-related activities.

Mitigation Measure NO-2.1 Implement site-specific construction mitigation measures to reduce noise impacts to sensitive receptors below the applicable standards.

Agricultural Resources

The following impacts would contribute to cumulative impacts on agricultural resources in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

AG-1. Potential conversion of Important Farmlands to non-agricultural uses.

Mitigation Measure AG-1.1 Identify and Evaluate the Potential for Direct Farmland Conversion to Avoid, Reduce, or Compensate for Loss of Important Farmland.

Mitigation Measure AG-1.2 Avoid locating Transportation Facilities on Important Farmland

AG-3 Potentially conflict with areas zoned or used for agricultural use.

Mitigation Measures AG-1.3 Evaluate and Avoid or Minimize Potentially Significant Agricultural Land Use Conflicts at the Project Level.

Biological Resources

The following impacts would contribute to cumulative impacts on biological resources in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

BR-1. Implementation of the proposed Jameson Canyon Corridor Program projects could result in disturbance or loss of special status plant populations.

Mitigation Measures BR-1.1 Document Special Status Plant Species Populations Prior to Implementation of Individual Projects.

Mitigation Measures BR-1.2 Avoid or Minimize Impacts on Special Status Plant Species Populations by Redesigning the Project, Protecting Populations, and Developing a Transplantation Plan (if necessary).

BR-2. Implementation of the proposed Jameson Canyon Corridor Program projects could result in the introduction or spread of noxious weeds.

Mitigation Measure BR-2.1 Avoid or Minimize the Dispersal of Noxious Weeds into Uninfested Areas.

BR-3. Implementation of the proposed Jameson Canyon Corridor Program projects could result in the loss or disturbance of riparian habitats.

Mitigation Measure BR-3.1 Identify and Document Riparian Habitat.

Mitigation Measure BR-3.2 Avoid or Minimize Disturbance of Riparian Habitats.

Mitigation Measure BR-3.3 Compensate for the Loss of Riparian Habitat.

BR-4. Implementation of the proposed Jameson Canyon Corridor Program projects could result in the disturbance or loss of Waters of the United States, including wetlands.

Mitigation Measure BR-4.1 Identify and Delineate Waters of the United States, Including Wetlands.

Mitigation Measure BR-4.2 Obtain Appropriate Wetland Permits.

Mitigation Measure BR-4.3 Avoid or Minimize Disturbance of Wetland Communities.

Mitigation Measure BR-4.4 Compensate for the Loss of Wetland Habitat.

BR-5. Implementation of the proposed Jameson Canyon Corridor Program projects could result in the potential disturbance or loss of special status wildlife species and their habitat.

Mitigation Measure BR-5.1 Document Special Status Wildlife Species and their Habitats.

Mitigation Measure BR-5.2 Avoid or Minimize Impacts on Special Status Wildlife Species by Redesigning the Project, Protecting Special Status Wildlife Habitat, and Developing a Mitigation Monitoring Plan (if necessary).

Mitigation Measure BR-5.3 Coordinate with Resource Agencies and Develop Appropriate Compensation Plans for State and Federally Listed Wildlife Species.

Geology and Seismicity

There are no program level impacts that would contribute to cumulatively to geology and seismicity impacts in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

Hydrology and Water Quality

There are no program level impacts that would contribute to cumulatively to hydrology and water quality impacts in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

Cultural Resources

The following impacts would contribute to cumulative impacts on cultural resources in Napa County with implementation of the proposed transportation improvement expenditure plan programs.

CR-1. Potentially cause a substantial adverse change in the significance of a historic resource.

Mitigation Measure CR-1.1 The Lead Agencies of a Specific Project Shall Hire a Professional Who Meets the Secretary of the Interior’s Standards for Architectural Historian to Evaluate All Historic Structures or Features that could be Affected by Project Implementation.

CR-2. *Potentially cause a substantial adverse change in the significance of an archaeological resource.*

Mitigation Measure CR-2.1 Based on a Reasonable Presumption that Archeological Resources may be Present within a Project Site, the Following Measures shall be Undertaken to Avoid Any Potentially Significant Adverse Effect from a Proposed Project on Buried or Submerged Historical Resources.

CR-3. *Potentially, directly or indirectly, destroy a unique paleontological resource or site or unique geological feature.*

Mitigation Measure CR-3.1 Conduct Site Specific Studies and Surveys to Determine Presence of Paleontological Resources or Unique Geological Features.

CR-4. *Potentially disturb human remains, including those interred outside of formal cemeteries.*

Mitigation Measure CR-4.1 Halt Construction Activities and Contact County Coroner.

Growth Inducement

As discussed in Section 3.4, the proposed transportation improvement expenditure plan would not directly increase population in Napa County. Growth in Napa County is controlled by existing slow growth measures and adopted plans and policies (including Napa's Rural Urban Limit policy, Measure J, and Measure A), and the proposed plan would not change existing land use designations. However, Napa County's population is expected to increase 23 percent over the next 25 years (at an annual increase of 0.5 percent). Growth-inducing impacts are discussed in the specific resource sections of Chapter 3. In general, implementation of the proposed transportation improvement expenditure plan could have direct or indirect growth-inducing impacts on the following resources:

- land use;
- population and housing;
- agricultural resources; and
- transportation.

Significant and Unavoidable Impacts

Implementation of the proposed transportation improvement expenditure plan program would result in some significant unavoidable impacts. These are impacts that would not be reduced to less-than-significant levels with incorporated of mitigation measures. These impacts are discussed in detail in Chapter 3 and are summarized below.

- AQ-3. It may not be possible to avoid or minimize this impact to a less-than-significant level, which could result in permanent increases in air emissions that could expose sensitive receptors to substantial pollutant concentrations.*
- NO-1. Implementation of the proposed transportation improvement expenditure plan could result in permanent increases in ambient noise levels that exceed established local noise standards or other applicable standards.*
- NO-2. It may not be possible to avoid or minimize this impact to a less-than-significant level which could result in changes to ambient noise and groundborne vibration.*
- AG-1 Implementation of the transportation improvement expenditure plan could lead to the conversion of Important Farmlands to non-agricultural uses.*
- AG-3. Implementation of the proposed transportation improvement expenditure plan could conflict with areas zoned or used for agricultural use.*
- BR-1. Implementation of the proposed transportation improvement expenditure plan could result in permanent disturbance or loss of special status plant populations.*
- BR-2. Implementation of the proposed transportation improvement expenditure plan could result in the introduction or spread of noxious weeds.*
- BR-3. Implementation of the proposed transportation improvement expenditure plan could result in permanent disturbance or loss of riparian habitats.*
- BR-4. Implementation of the proposed transportation improvement expenditure plan could result in permanent disturbance or loss of Waters of the United States, including wetlands.*
- BR-5. Implementation of the proposed transportation improvement expenditure plan could result in permanent disturbance or loss of special status wildlife species and their habitat.*
- CR-1. Implementation of the proposed transportation improvement expenditure plan could result in a substantial adverse change in the significance of a historic resource, such that the resource could be permanently demolished.*

Irreversible Commitment to Resources

Section 15126(c) of the State CEQA Guidelines requires an EIR to discuss significant irreversible environmental changes that would result from implementation of a proposed project. Implementation of the proposed transportation improvement expenditure plan program would result in irreversible consumption of nonrenewable energy resources (e.g., petroleum products, natural gas, and electricity) and finite materials (e.g., wood, concrete, metal, and plastic). Although the proposed program would result in the irreversible commitment of these resources with implementation, it would provide several

public benefits such as traffic congestion relief, local road repairs, increased public transit services, and increased opportunities for transit-friendly living in Napa County). None of the abovementioned irreversible environmental changes constitute a significant impact as defined by CEQA.