

## SUPPLEMENTAL NOTICE OF PREPARATION

**From: Napa County Flood Control and Water Conservation District  
804 First Street  
Napa, CA 94559**

**Subject: Supplemental Notice of Preparation of a Supplemental Environmental Impact Report/Environmental Assessment for the Napa River/Napa Creek Flood Protection Project – Increment 2 Floodwalls North of the Bypass**

Napa County Flood Control and Water Conservation District (District) will be the Lead Agency and will prepare a Supplemental Environmental Impact Report/Environmental Assessment (Supplemental EIR/EA) with the US Army Corps of Engineers for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the Proposed Project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval for the Proposed Project.

The project description, location, and the potential environmental effects are contained in the attached Initial Study.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The District will also hold a scoping meeting to provide an additional opportunity for input on the scope and content of the information to be addressed in the Supplemental Draft EIR/EA.

The scoping meeting will be held virtually at 5:00 pm on November 9th, 2023. You can join the meeting using the following link: <https://countyofnapa.zoom.us/j/87405518019>. Meeting materials and additional information can be found through the District's website at <https://www.countyofnapa.org/1083> as well as the meeting link.

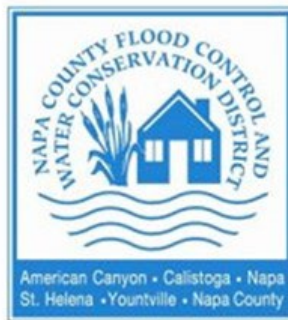
Please send your response to Napa County Flood Control and Water Conservation District, 804 First Street, Napa, CA 94559 or by email to [flooddistrict@countyofnapa.org](mailto:flooddistrict@countyofnapa.org). Please provide your name and contact information when responding.

Signature   
Richard Thomasser, P.G.  
District Manager

**Reference:** California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

**DRAFT INITIAL STUDY FOR THE  
NAPA RIVER/NAPA CREEK FLOOD PROTECTION PROJECT –  
INCREMENT 2 FLOODWALLS NORTH OF THE BYPASS**

**NOVEMBER 2023**



*Napa County Flood Control and Water Conservation District*

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## Acronyms

°F	degrees Fahrenheit
AB	Assembly Bill
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BIOS	Biogeographic Information and Observation System
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CAP	Napa County Climate Action Plan
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
CH <sub>4</sub>	methane
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibels
District	Napa Flood Control and Water Conservation District
DPM	diesel particulate matter
e.g.	for example
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
etc.	and so on
GDM	General Design Memorandum
GHG	greenhouse gas
i.e.	that is
iPaC	Information for Planning and Consulting database



LRA	Local Responsibility Area
mph	miles per hour
MRZ	mineral resource zone
MT	metric tons
N <sub>2</sub> O	nitrous oxide
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO <sub>x</sub>	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	operations and maintenance
O <sub>3</sub>	ozone
OPR	Governor's Office of Planning and Research
Pb	lead
PCBs	polychlorinated biphenyls
PED	Preconstruction and Engineering Design
PM <sub>10</sub>	inhalable particulate matter
PM <sub>2.5</sub>	fine particulate matter
Proposed Project	Napa River/Napa Creek Flood Protection Project – Increment 2
RMS	root mean square
ROG	reactive organic gases
SEIR	Supplemental Environmental Impact Report
SEIS	Supplemental Environmental Impact Statement
SFBAAB	San Francisco Bay Area Air Basin
SGDM	Supplemental General Design Memorandum
SO <sub>2</sub>	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TCR	tribal cultural resource
US	United States
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
VdB	vibration decibels



# Introduction

The Napa Flood Control and Water Conservation District (District) and the United States Army Corps of Engineers (USACE) are providing notice of the anticipated preparation of a Draft Supplemental Environmental Impact Report/Environmental Assessment (SEIR/EA) for the Napa River/Napa Creek Flood Protection Project – Increment 2 Floodwalls North of the Bypass (Proposed Project). Previous environmental documentation in compliance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) has been prepared for the overall Napa River/Napa Creek Flood Protection Project. The overall project includes improvements to 6.9 miles of the Napa River from Highway 29 at the Butler bridge/Southern Crossing to near Trancas Street, and Napa Creek from its outfall to the Napa River for about 1 mile upstream. Elements of the overall project include bank terracing, bridge replacements, bypass channels, culverts, floodwalls, and levees. The latest environmental documentation for the overall Napa River/Napa Creek Flood Protection Project culminated in 1999 with the Napa River/Napa Creek Flood Reduction Project Final Supplemental Environmental Impact Statement/Environmental Impact Report (1999 Final SEIS/EIR).

The District and USACE plan to prepare a Supplemental EIR/EA that will focus on the changes and additions within Increment 2 of the overall Napa River/Napa Creek Flood Reduction Project as well as the changed regulatory conditions that have transpired since the 1999 Final SEIS/EIR was completed. The District is the lead agency under CEQA, and USACE is the federal lead agency under NEPA. The District and USACE are proposing to implement the Proposed Project to provide 100-year level of flood protection in the city of Napa north of the bypass. The Increment 2 north of the bypass floodwalls include constructing concrete or sheet pile floodwalls along the west bank of the Napa River from approximately the Napa River Terrace Inn to the Elks Lodge.

In support of the Proposed Project, an Initial Study has been completed to provide an initial review of potential impacts of the Proposed Project and to guide the District and USACE in the anticipated environmental review for the Draft SEIR/EA.

## Background

### Original Project Authorization

The Napa River/Napa Creek Flood Protection Project, formerly known as the Napa River Flood Control Project, was authorized by Congress through the Flood Control Act of 1965 (Public Law 89-298). The Act reads in part as follows:

Section 204. The following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers in accordance with the plans of the respective reports hereinafter designated and subject to the conditions set forth therein: ...

The project for the Napa River, California, is hereby authorized substantially in accordance with the recommendations of Chief of Engineers in House Document Numbered 222, Eighty-ninth Congress, ...

The Chief of Engineers' recommendations contained in House Document 222 are based on the 1963 report "Review and Report for Flood Control and Allied Purposes." In House Document 222,

the project authorization is for an 11-mile segment of the Napa River extending from Ederly Island south of Highway 29 to Trancas Street in the city of Napa. The development of recreational facilities is included as part of the original 1965 authorization. This design was transmitted in a General Design Memorandum (GDM) on December 8, 1970, by the District Engineer, San Francisco District, USACE, to the state Director of Water Resources. This plan met with considerable resistance from local citizens and was substantially altered to alleviate environmental problems regarding aesthetics, recreation, and river access.

During the 1972–73 session of the California Legislature, the Assembly passed an urgency measure, Assembly Bill 60, which authorized state funding for the 1970 GDM version of the project. This bill also granted local authority to the District to implement the project. Key to this implementation was that local authorities accepted responsibility, as stipulated in the 1965 Flood Control Act, for easements, rights-of-way, liability, operation and maintenance costs, utilities and bridge modifications, water rights, access land donation, shared recreational costs, mitigation costs, and operating responsibilities, among others.

In a subsequent GDM in 1975, USACE developed a new design for the overall project (the 1975 proposal) that incorporated input from local interests. The existing approved Environmental Impact Statement (EIS) for the overall project, based on this 1975 proposal, was completed in 1975.

The 1975 proposal consisted of straightening (also known as “rectification”) the Napa River channel and channel widening and deepening. The existing oxbow was to be eliminated entirely. Riverbanks were to be lined with riprap in most areas. This project alternative was analyzed in depth in the 1975 EIS.

Napa County held a referendum in 1976 to determine the acceptability of the 1975 proposal, which was narrowly defeated. In another referendum in 1977, project construction was opposed by a slightly wider margin. Consequently, in 1977, the overall project was placed on inactive status by USACE at the request of the District.

## Authorization for Mitigation Lands and Napa Creek Flood Damage Reduction

Public Law 94-587, passed by Congress in 1976, authorized the addition of Napa Creek to the overall Napa River Flood Control Project and the acquisition of 577 acres of land for the purpose of mitigating adverse impacts to fish and wildlife caused by the project. The law reads in part as follows:

Section 136. (a) The project for flood control on the Napa River, Napa County, California, authorized by section 204 of the Flood Control Act of 1965, is hereby modified to authorize and direct the Secretary of the Army, acting through the Chief of Engineers, to acquire approximately 577 acres of land for the purpose of mitigating adverse impacts on fish and wildlife occasioned by the project ....

(b) Such project is further modified to include construction ... of the Napa Creek watershed project ...

In 1987, after the devastating flood of 1986, the District petitioned USACE and Congress to reactivate the Napa River Flood Control Project in letters dated February 9 and April 9, 1987. In response, USACE generated a Plan of Action in December 1988 that presented descriptions, cost estimates, background information, and scheduling of Preconstruction and Engineering Design (PED). In 1989, a Notice of Intent to prepare an EIS was posted in the Federal Register. During a

General Design Conference held on January 12, 1989, USACE decided that a federal interest in the project still existed. Consequently, USACE initiated PED activities in fiscal year 1989.

This effort culminated in the preparation of a first Draft Supplemental General Design Memorandum (SGDM). A Notice of Preparation to prepare an Environmental Impact Report (EIR) was prepared in 1994, and scoping was conducted at this time to solicit agency and public input. In April 1995, a Draft SEIS/EIR was released for public review. The 1995 SGDM relied primarily on channel bottom deepening and widening as means of flood control, and it also incorporated a “wet bypass” that would divert the Napa River from the downtown oxbow at all times.

The 1995 proposal generated numerous comments from both citizens and resource protection agencies. The major comments dealt with salinity intrusion due to deepening the channel, degradation of water quality in the river oxbow due to constructing the wet bypass channel, disposal of contaminated dredge material, and deficiencies in the environmental analysis. Because of these concerns, four public agencies (US Department of the Interior, California Department of Fish and Game, California Regional Water Quality Control Board, and California State Lands Commission) specifically requested that the SEIS/EIR be reissued for additional public review to comply with NEPA and CEQA.

The 1995 project alternative, which was analyzed in depth in the 1995 Draft SEIS/EIR, was summarized and compared to the new preferred alternative in the 1999 Final SEIS/EIR.

## 1999 Final Supplemental EIS/EIR

Because of the large amount of public concern regarding the 1995 proposal, the District and local groups created a community-wide coalition to foster community consensus regarding the project design and to initiate a collaborative process with the local community and resource agencies to refine the overall project. The 1995 Draft SEIS/EIR was reissued for public review from December 1997 to February 1998. A public meeting was held in 1998.

The District and local groups created a community-wide coalition to foster community consensus regarding the project design. The Community Coalition, with the assistance of outside consultants, resource agency personnel, City of Napa and Napa County staff, and USACE, developed the major concepts of the 1999 Final SEIS/EIR’s preferred alternative, which meets the dual objectives of flood damage reduction and environmental quality, to eliminate the primary concerns related to the 1995 proposal. The 1999 Final SEIS/EIR’s preferred alternative was also developed based on its ability to satisfy the criteria of the Federal Water Resources Council’s Principles and Guidelines for completeness, effectiveness, efficiency, and acceptability.

The 1999 Final SEIS/EIR’s preferred alternative was described in detail in the 1998 Draft SGDM. This SGDM presents the results of engineering and design studies conducted for flood-control improvements along the Napa River and serves as the official project description in the 1999 Final SEIS/EIR. The design and studies in the 1998 Draft SGDM were conducted to determine the most economical plan for conveying the computed 100-year flood event, minimizing environmental impacts, and meeting applicable government standards for the flood-control improvements.

The 1999 Final SEIS/EIR’s preferred alternative is significantly different from the 1975 and 1995 proposals. South of Imola Avenue, the 1999 Final SEIS/EIR’s preferred alternative consists of lowering dikes on the west side of the Napa River and setting back dikes and levees on the east side of the river to increase conveyance. It also includes widening the river up to Third Street to create marshplain and floodplain terraces, both of which would also provide additional floodway capacity. In addition, the 1999 Final SEIS/EIR’s preferred alternative includes constructing a dry bypass at the

oxbow of the river, constructing new flood walls and levees along the Napa River north of Imola Avenue, and adding flood-management features to Napa Creek downstream of Jefferson Street. The 1999 Final SEIS/EIR's preferred alternative has been calculated to provide protection from the computed 100-year flood elevation in most of the City of Napa.

## Current Status of the Overall Project and Construction

A number of the overall project components have been constructed, including developing and establishing at least 600 acres of restored wetlands in the South Wetlands Opportunity Area; replacing the Third Street bridge, First Street bridge, and Maxwell Avenue bridge (Highway 121/Imola Avenue); constructing the new Soscol Avenue bridge; cleaning up contaminated properties in the Oil Company Road area; terracing the east bank of the Napa River; constructing the Hatt Building to First Street floodwall and promenade, including renovating Veterans Memorial Park in downtown Napa; making improvements along Napa Creek, including replacing bridges; and constructing the dry bypass.

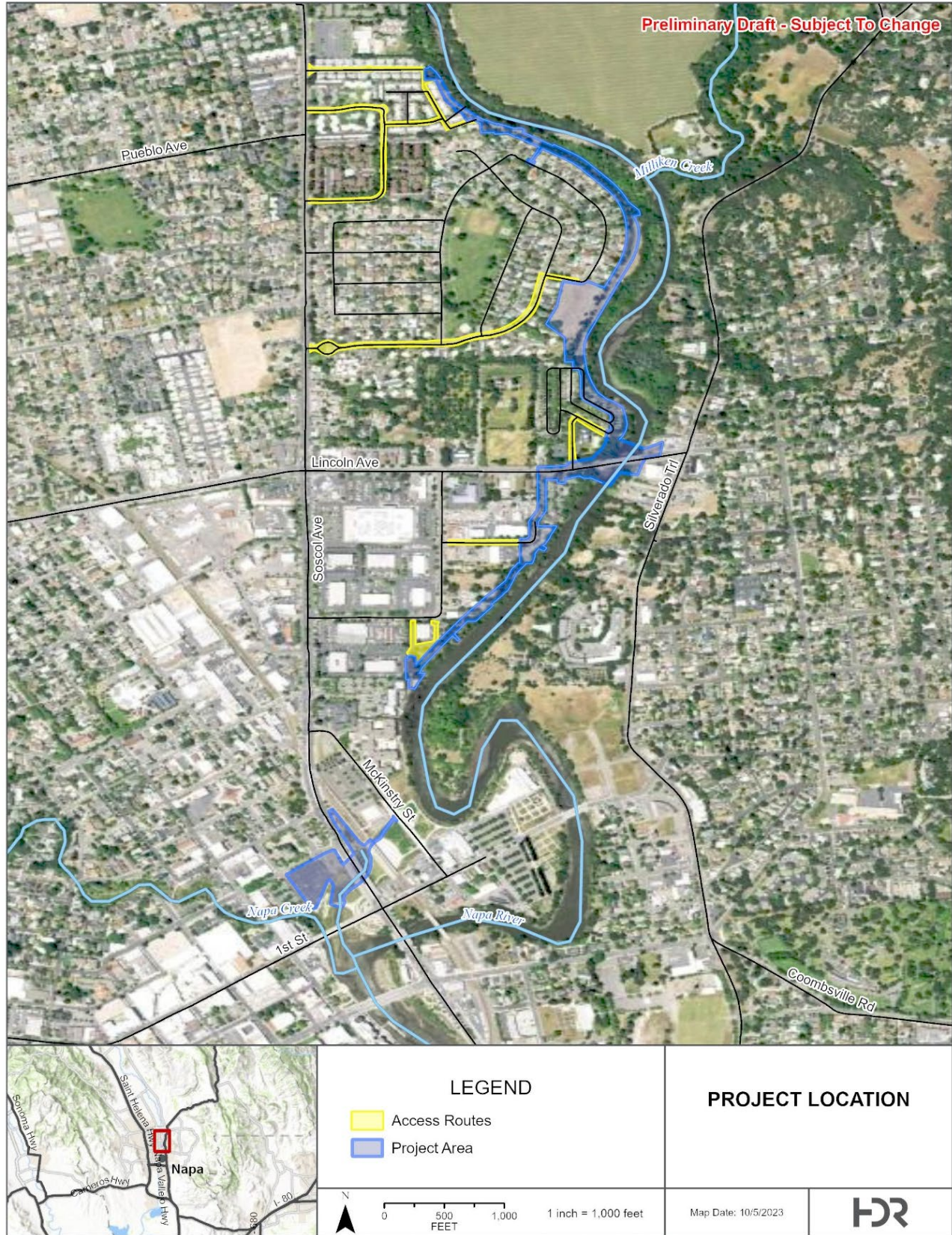
## Increment 2 Project Description

The Proposed Project consists of four elements: floodwalls south of Lincoln Avenue, floodwalls north of Lincoln Avenue, scour protection under the Lincoln Avenue bridge, and two short floodwall closures at the dry bypass. Figure 1 shows the Proposed Project area.

### Floodwalls South of Lincoln Avenue

A floodwall would be constructed on the west bank of the Napa River beginning at the River Terrace Inn and continuing north toward Lincoln Avenue. The floodwall would start at the high ground near the edge of the River Terrace Inn property. The floodwall would consist of 30 feet of sheet pile "I" wall and would then transition to a concrete "T" wall with a foundation constructed below ground. The exposed stem of the floodwall would be approximately 5 feet high aboveground and less than 2 feet wide as it goes north. The floodwall would be set back from the existing bank on the water side of existing businesses and the operations and maintenance (O&M) corridor. A new 10-12-foot-wide recreational trail would be constructed on the water side of the floodwall starting at the high ground at River Terrace Inn and running north to Wall Street, where the trail would then cross the wall through a 15-foot-wide stop log pedestrian gate.

Continuing north, the floodwall would jog to the land side of the Ace & Vine and Napa River Pet Hospital businesses. The 10-12-foot-wide recreational trail would run on the land side of the floodwall in this area, where it would tie into the sidewalk along Lincoln Avenue. Two 30-foot-wide swing gates and signs would be installed in the floodwall at the existing driveway locations on Lincoln Avenue to allow access to the businesses. The floodwall would tie into and terminate at the south abutment to the Lincoln Avenue bridge. In total, the floodwall south of Lincoln Avenue would consist of 2,345 linear feet of concrete "T" wall and 30 linear feet of "I" wall.



**Figure 1. Proposed Project Area**

## Floodwalls North of Lincoln Avenue

At the Lincoln Avenue bridge, the floodwall would tie into the bridge abutment and continue north following the existing trail and the water side of businesses and homes. A 10-foot-wide stop log pedestrian gate would be installed at the start of the RiverPointe Napa Valley Resort property located just north of the Lincoln Avenue bridge. This gate would allow access to the existing Napa River Trail on the water side of the floodwall. The floodwall alignment would be set back from the river bank because of the active scour along this section of the existing bank. Constructing the floodwall would require removing the row of tiny vacation rental homes closest to the river to make space for the floodwall. Burrows Court may be realigned adjacent to the floodwall. Currently, the tiny vacation rental homes at RiverPointe are removed during the winter because flooding occurs on the property. After the floodwall is constructed, the tiny vacation rental homes could be left in place all year because the wall would prevent flooding on the property. A 15-25-foot-wide swing gate to provide pedestrian and O&M access would be constructed in the floodwall on the north and south sides of the RiverPointe property to maintain access to the existing Napa River Trail. In this area, the floodwall would be approximately 6-10 feet high.

North of the RiverPointe property is the Lake Park subdivision. There is an existing noncertified levee on the land side of the trail behind the homes on Shoreline Drive. This levee was built when the Lake Park subdivision was built to provide some flood protection to homes in the subdivision. The existing levee berm would be excavated, and the floodwall would be constructed in its place. Homes on the water side of Shoreline Drive have flood easements in their back yards. These easements are not suitable for project construction and maintenance, so new easements would be acquired. After project construction, the berm would be rebuilt around the floodwall to serve as an O&M road, and existing fences would be replaced. The floodwall would be constructed 15 feet waterward of the existing fence line of the existing homes on Shoreline Drive to minimize impacts to the back yards. In this area, the exposed portion of the floodwall would be approximately 1 to 3 feet tall when viewed from the land. Existing trees on the existing berm would be removed, and some trees would need to be trimmed or removed on the water side of the trail to allow clearance of construction equipment. An existing 36-inch-diameter steel water line crosses underneath the existing berm along the trail. This water line would be backfilled with concrete or removed and relocated along the water side of the trail.

North of the Lake Park subdivision, the floodwall would transition from a concrete “T” wall to a sheet pile “I” wall to accommodate a narrower footprint and setback requirements in this segment of the floodwall corridor while also providing flood protection. The sheet pile wall would have a concrete cap surrounding it so that it appears the same as the other parts of the concrete floodwall. The sheet pile wall would continue north along the water side of the townhomes on Trout Way, Pike Drive, and Elk Way and tie into the high ground on the north side of Elk Way. The sheet pile wall may be up to 30 feet deep in steep areas. Beneath Trout lane is an existing 72-inch-diameter drain outfall that the sheet pile wall would span over. The drain outfall would be avoided during construction. The sheet pile wall would be anchored into the land side of the slope with steel rod tie-backs in this area. In total, the floodwall north of Lincoln Avenue would consist of 3,300 linear feet of concrete “T” wall and 810 linear feet of “I” wall.

## Scour Protection under the Lincoln Avenue Bridge

Rock scour protection would be placed in the river channel bottom and on bridge abutment aprons beneath the Lincoln Avenue bridge. This area of construction would be accessed from a ramp that

would be constructed on the west bank of the Napa River. Approximately 8 feet would be excavated into the existing grade and replaced with small and large riprap on top of geotextile fabric.

Water management in the Napa River would be required during construction for placement of scour protection under Lincoln Avenue bridge. Water management in the Napa River would be carried out in accordance with Waste Discharge Requirement #99-074 and to limit any potential water quality impacts especially turbidity in the Napa River. Water quality best management practices would also be implemented.

## Floodwalls at the Dry Bypass

As part of previous construction at the dry bypass, some floodwalls have already been constructed. With the Proposed Project, additional drainage areas on either side of the Soscol Avenue bridge would be closed off by constructing additional floodwalls. The exposed portion of the concrete “T” walls would be approximately 4-7 feet tall north of the Soscol Avenue bridge and approximately 4-7 feet tall south of the Soscol Avenue bridge. The floodwall for the dry bypass consists of 230 linear feet of concrete “T” wall.

## Construction Methods

Where possible, a 35-foot-wide construction corridor would be used for access and staging for construction work. This corridor includes a 15-foot-wide future O&M corridor on the land side of the floodwall alignment. Relocating the 36-inch-diameter water pipe in the Lake Park subdivision would be the critical-path item addressed early in construction, followed by constructing the floodwall and in-water work associated with the Lincoln Avenue bridge as permitted. The floodwall would be constructed in several-hundred-foot segments at a time as it progresses along the alignment. Some trees would need to be removed (as shown in project plans) in construction areas to allow construction access and equipment clearance. As construction progresses along the alignment, excavated material would be side-cast and reused as backfill. Staging areas might also be used for stockpiling material. Material would be balanced on site to the extent possible. Organics, trash, and demolished material would be off-hauled, and some fill, aggregate base, and rock revetment would be imported. Concrete would be trucked to the site on concrete trucks. Staging activities would occur within the Proposed Project area. No nighttime work or installation of lighting is anticipated.

After construction, the existing trail would serve as a maintenance corridor and would be repaved in areas that were previously paved. The wall could be covered with aesthetic treatments to improve the appearance of the concrete wall.

## Construction Schedule

Construction of the Proposed Project is expected to span two construction seasons between 2025-2026. Construction would begin in the summer of 2025 and is anticipated to be complete in the summer of 2026.

## Operations and Maintenance

After construction, all O&M activities would be undertaken by the District indefinitely as part of their areawide O&M activities. The 15-foot-wide O&M corridor on the land side of the floodwall and the existing Napa River Trail on the water side of the floodwall would serve as maintenance corridors. Any damage to the existing Napa River Trail as a result of construction would be repaired as necessary.

## Permits and Approvals

Anticipated permits and approvals for the Proposed Project are included in Table 1 below.

**Table 1. Anticipated Permits and Approvals**

Agency	Type of Approval
California Department of Fish and Wildlife	Fish and Game Code Section 1602 Streambed Alteration Agreement
California Department of Fish and Wildlife	California Endangered Species Act, Section 2081 Incidental Take Permit
California Native American Heritage Commission	Consultation for effects on Native American burials or artifacts
State Historic Preservation Officer	National Historic Preservation Act, Section 106 Consultation
National Marine Fisheries Service	Endangered Species Act, Section 7 Consultation
US Fish and Wildlife Service	Endangered Species Act, Section 7 Consultation
Regional Water Quality Control Board	Clean Water Act Section 402 National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Construction Activities, Clean Water Act Section 401 Water Quality Certification
US Army Corps of Engineers	Clean Water Act Section 404
Bay Area Air Quality Management District	Consultation for Authority to Construct/Permit to Operate

## Scoping and Public Involvement Process

Written comments and suggestions concerning the Proposed Project must be received by December 1st, 2023, and sent to Napa County Flood Control and Water Conservation District, 804 First Street, Napa, CA 94559 or by email to [flooddistrict@countyofnapa.org](mailto:flooddistrict@countyofnapa.org). Please provide your name and contact information when responding.

A public scoping meeting will be held virtually on November 9th, 2023, to present information about the Proposed Project and the District's decision-making process, and to listen to the views of the public on the range of issues relevant to the scope and context of the future Draft SEIR/EA. The details of the scoping meeting are as follows:

Thursday, November 09, 2023

5:00– 6:00 p.m.

Via Zoom: <https://countyofnapa.zoom.us/j/87405518019>

Project information will also be posted periodically at <https://www.countyofnapa.org/1083>

# Initial Study

## 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” even after mitigation is incorporated as indicated by the checklist on the following pages.

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

The following environmental factors were not considered in the 1999 Final SEIS/EIR because the regulatory environment was different at that time but would require further analysis for the Proposed Project: agriculture and forestry resources, energy, paleontological resources, greenhouse gas emissions, minerals, vibration impacts to residences, recreation, transportation, tribal cultural resources, utilities, and wildfire (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999).

## Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources, a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact might occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. **Earlier Analysis Used.** Identify and state where they are available for review.
  - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Aesthetics

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Except as provided in Public Resources Code Section 21099, would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Significant Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The Proposed Project is located along the west bank of the Napa River in downtown Napa. The floodwall would be constructed along the Napa River riparian corridor and the Napa River Trail, a recreational trail. Views of the area include views of mature trees and the Napa River, as well as single-family homes and multistory buildings and businesses.

## Impact Analysis

### **a) Have a substantial adverse effect on a scenic vista?**

Scenic corridors are defined by the City of Napa as an area visible from a highway, waterway, or railway or a major hiking, biking, or equestrian trail that provides vistas over water, across expanses of land (such as farmlands, woodlands, or coastal wetlands), or from mountaintops or ridges (City of Napa 2022a). There are no official scenic vistas in Napa or Napa County. From the Napa River Trail, views over the Napa River are visible and are considered a scenic corridor. However, the floodwall would be constructed on the land side of the Napa River Trail and would not obstruct views of the river from the trail. Therefore, the Proposed Project would have no impact on scenic vistas, and no mitigation is required.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?**

There are no officially designated scenic highways within the vicinity of the Proposed Project (California Department of Transportation 2018). Therefore, the Proposed Project would have no impact on scenic resources within a state scenic highway, and no mitigation is required.

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

As discussed above, views in the scenic corridor of the Napa River along the Napa River Trail would not be obstructed or changed because the proposed floodwalls would be constructed on the land side of the trail. Scour protection below the Lincoln Avenue bridge would not be visible above the high-water line. During construction, vegetation would be removed along the riparian corridor to allow construction access, and some revegetation or mitigation would be needed for protected trees. Mitigation Measure Visual-1 from the 1999 Final SEIS/EIR would be applicable to the Proposed Project because the final grading and revegetation of the riparian corridor after construction would be designed to appear natural and, therefore, would not be substantially degraded.

Mitigation Measure Visual-6 from the 1999 Final SEIS/EIR addressed changes in views from the front row of the tiny vacation rental homes closest to the river at the RiverPointe property due to the proposed 10-foot-high floodwall to be constructed in front of these tiny vacation rental homes at that time. However, the project design has been revised to construct a 6-foot-tall floodwall in this area and the front row of tiny vacation rental homes would be removed to allow the floodwall to be constructed further landward. For this reason, views from the front row of tiny vacation rental homes closest to the river at the RiverPointe property would no longer exist after construction. The second row of tiny vacation rental homes would no longer have a view of the first row of tiny vacation rental homes but rather would have a buffer left by the removed tiny vacation rental homes in front of the floodwall. So, views from the second row would not substantially change. Additionally, the Proposed Project would be designed to have aesthetic treatments on the wall along with revegetation and landscaping so that the floodwall does not detract from the visual appearance of the area.

The Ace & Vine property and Napa River Pet Hospital would remain on the water side of the proposed floodwall and would retain their scenic quality views. Signs would be installed as part of the Proposed Project to direct customers to the businesses on the other side of the floodwall.

Views from the backyards of the homes on Shoreline Drive, Pike Drive, and Trout Way would be altered. Currently a berm exists, however, views of the Napa River corridor are visible over this existing berm. Once the floodwall is constructed in this area, approximately 2 to 3 feet of wall would be visible from the backyards of the homes on Shoreline Drive, Pike Drive, and Trout Way. The newly constructed floodwall would alter the visual landscape for these homes; however, these are not public views.

Overall, the construction of the floodwall would not impede views but would alter the viewshed given the presence of a new floodwall.

Therefore, the Proposed Project would have less-than-significant impacts on the existing visual character or quality of public views and would be consistent with zoning and regulations governing scenic quality after mitigation is incorporated, and no mitigation is required.

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

No nighttime construction work is planned, and no lighting would be installed as part of the Proposed Project. Therefore, the Proposed Project would have no impact on light or glare which would adversely affect day or nighttime views in the area, and no mitigation is required.



## Agriculture and Forestry Resources

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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***In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.***

***Would the project:***

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?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The entirety of the Proposed Project area is classified as urban and built-up land. None of the land in the Proposed Project area is classified as prime farmland and included in a Williamson Act Contract (DOC 2022). The closest area designated as Unique Farmland/Prime Farmland is on the east side

of the Napa River. There are no forestry resources in the Proposed Project area (Napa County 2008).

## Impact Analysis

**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 nonagricultural use?***

The Proposed Project area is not characterized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the Proposed Project would not use land that is designated as prime farmland and would not result in the conversion of prime, unique, or statewide importance farmland to non-agricultural uses. No impact would occur, and no mitigation is required.

**b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

The Proposed Project area does not contain land zoned for agricultural use or any Williamson Act contract land. Therefore, the Proposed Project would not use agricultural lands and would not impact land within an existing Williamson Act contract and would not conflict with those uses. No impact would occur, and no mitigation is required.

**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))?***

The Proposed Project area does not contain forest land or timberland. Therefore, the Proposed Project would not conflict with existing zoning for or cause rezoning of forest land or timberland. No impact would occur, and no mitigation is required.

**d) *Result in the loss of forest land or conversion of forest land to non-forest use?***

The Proposed Project area is not characterized as forest land or timberland. Therefore, the Proposed Project would not result in the loss or conversion of forest land. No impact would occur, and no mitigation is required.

**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?***

There is no farmland in the Proposed Project area; therefore, no farmland would be converted to non-agricultural use. There is no forest land in the Proposed Project area; therefore, no forest land would be converted to non-forest use. The Proposed Project would not involve other changes in the existing environment that due to their location or nature could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

## Air Quality

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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**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?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

### Topography and Meteorology

Napa County, including the Proposed Project area, is in the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB is bound by the North Coast Ranges on the west and the Northern Sierra Nevada Mountains on the east. The San Francisco Bay Area is relatively flat. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SFBAAB. During the year, the temperature might range from 20 to 115 degrees Fahrenheit (°F) with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderately strong and vary from moist clean breezes from the south to dry land flows from the north. The period from May through October in the San Francisco Bay Area is characterized by stagnant morning air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north out of the San Francisco Bay Area.

### Air Pollutants of Concern

#### Criteria Air Pollutants

The pollutants introduced into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO<sub>x</sub>), sulfur dioxide

(SO<sub>2</sub>), inhalable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. ROG and NO<sub>x</sub> are criteria pollutant precursors that form secondary criteria air pollutants such as ozone (O<sub>3</sub>) through chemical and photochemical reactions in the atmosphere.

### *Toxic Air Contaminants*

Toxic air contaminants (TACs) are pollutants that cause or might cause cancer or other serious health effects such as birth defects, neurological and reproductive disorders, or chronic eye, lung or skin irritation. TACs also might cause adverse environmental and ecological effects. TACs include substances such as volatile organic compounds, chlorinated hydrocarbons, asbestos, dioxin, toluene, gasoline engine exhaust, particulate matter emitted by diesel engines, and metals such as cadmium, mercury, chromium, and lead compounds, among many others.

Diesel engines emit a complex mixture of pollutants, including very small carbon particles, or “soot” coated with numerous organic compounds, known as diesel particulate matter (DPM). In 1998, the California Air Resources Board (ARB) identified DPM as a TAC. A primary source of DPM emissions is combustion from diesel engines, such as those in trucks and other motor vehicles. DPM is of concern because it is a potential source of both cancer and non-cancer health effects, and because it is present at some concentration in all developed areas of the state. DPM contributes to numerous health impacts that have been attributed to particulate matter exposure, including increased hospital admissions, particularly for heart disease, but also for respiratory illnesses, and even premature death.

### *Attainment Status*

Regulated by the US Environmental Protection Agency (USEPA), the federal Clean Air Act has established National Ambient Air Quality Standards (NAAQS) for seven criteria air pollutants that have been linked to potential health concerns: CO, NO<sub>2</sub>, O<sub>3</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb. The California Clean Air Act is administered by the ARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. In California, ARB has established the California Ambient Air Quality Standards (CAAQS). CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles.

Table 2 summarizes the attainment status for SFBAAB in Napa County for both the NAAQS and the CAAQS.

**Table 2.** Attainment Status Designations

Criteria Pollutant	Federal Designation	State Designation
O <sub>3</sub>	Marginal Attainment	Nonattainment
CO	Attainment	Attainment
PM <sub>10</sub>	Attainment	Nonattainment
PM <sub>2.5</sub>	Moderate Nonattainment (2006)	Nonattainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment (2008)	Attainment
Sulfates	(No Federal Standard)	Attainment

Criteria Pollutant	Federal Designation	State Designation
Hydrogen Sulfide	(No Federal Standard)	Unclassified
Visibility Reducing Particles	(No Federal Standard)	Unclassified

O<sub>3</sub> = ozone

CO = carbon monoxide

PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter

PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter

NO<sub>2</sub> = nitrogen dioxide

SO<sub>2</sub> = sulfur dioxide

Sources: US Department of the Interior, “Reported Historic Asbestos Mines Historic Asbestos Projects, and Other Natural Occurrences of Asbestos in California”; California Air Resources Board Area Designations (Activities and Maps), 2018; USEPA, Current Nonattainment Counties for All Criteria Pollutants, 2018.

As shown in Table 2, Napa County is currently in marginal nonattainment for O<sub>3</sub> under the NAAQS and nonattainment for O<sub>3</sub> under the CAAQS. Napa County is designated as nonattainment for PM<sub>10</sub> under the CAAQS and attainment under the NAAQS.

### Sensitive Receptors

Some receptors are considered more sensitive than others to air pollutants. The reasons for greater than average sensitivity include pre-existing health problems, proximity to emission sources, or the duration of exposure to air pollutants. For CEQA purposes, a sensitive receptor is generically defined as a location where human populations, especially children, seniors, or sick persons are found. Examples of sensitive receptors include residences, hospitals, and schools.

There are approximately 30 residences in the vicinity of the Proposed Project area. The nearest sensitive receptors are residences on Shoreline Drive, Pike Drive, and Trout Way, approximately 25 feet from the limits of the construction area.

### Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) has jurisdiction over all of Napa County. BAAQMD administers the federal CAA and California Clean Air Act. BAAQMD regulates air quality through its district rules and permit authority. BAAQMD also participates in planning review of discretionary project applications and provides recommendations. BAAQMD has adopted rules and regulations and CEQA guidelines that apply to the Proposed Project.

## Impact Analysis

### **a) Conflict with or obstruct implementation of the applicable air quality plan?**

BAAQMD has established CEQA guidelines that set forth significance thresholds, below which a project may be safely assumed to conform to the relevant air quality plans for this area. The Proposed Project would generate short-term criteria pollutant emissions during construction. Emissions would be modeled in future CEQA documentation for the Proposed Project. Emissions are expected to be below the established significance thresholds. The Proposed Project would not create a permanent stationary source of air contaminants, include a land use that would generate a substantial number of trips from mobile sources, or involve the use of high-ROG architectural coatings or solvents. Therefore, the Proposed Project would not conflict with or obstruct

implementation of the relevant air quality plans. As a result, no impact would occur, and no mitigation is required.

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

During construction, the Proposed Project would generate short-term criteria pollutant emissions from the use of construction equipment, haul trucks, and construction worker commute vehicles. The California Emissions Estimator Model (CalEEMod) would be used to estimate criteria pollutant emissions during construction of the Proposed Project site in future CEQA documentation. Modeling would take into account ground disturbance, construction equipment, and construction timeframes.

The BAAQMD developed thresholds of significance that focus on quantifying and reducing emissions from construction projects in the region. For the purposes of this analysis, net increases of criteria pollutants would be deemed cumulatively considerable if they were to exceed the thresholds developed by BAAQMD.

Criteria air pollutant emissions generated during construction are anticipated to be below the thresholds of significance adopted by BAAQMD, but this will be confirmed once modeling is complete. Potential air quality impacts would be further reduced through Napa County's compliance with BAAQMD's dust control rules and other standard measures for construction projects. Mitigation measure Air-1 from the 1999 Final SEIS/EIR would be implemented to reduce impacts to air quality (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Additional mitigation measures may be required based on best available control methods and BMPs. Therefore, with the implementation of mitigation measures the Proposed Project's incremental contribution to criteria pollutant emissions is not anticipated to be cumulatively considerable and would be a less-than-significant impact.

***c) Expose sensitive receptors to substantial pollutant concentrations?***

As described above, approximately 30 residences are within 25 feet of the work areas along Shoreline Drive, Pike Drive, and Trout Way. These residences are considered the nearest sensitive receptors to the Proposed Project.

The Proposed Project's construction activities could generate TACs, specifically DPM, from the use of diesel equipment. However, construction would be temporary and would occur over a relatively short duration compared to the operational lifetime of the Proposed Project. Operation of construction equipment as work progresses along the Proposed Project alignment would allow the dispersal of TAC emissions and would avoid continuous construction activity in the portions of the sites closest to existing sensitive receptors. In addition, all construction equipment and operation thereof would be regulated per ARB's regulations for heavy-duty diesel vehicles. Furthermore, required compliance with applicable BAAQMD rules would limit exposure of sensitive receptors to TACs. Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations, thereby resulting in a less-than-significant impact. No mitigation would be required.

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

As described above, there are residences in the vicinity of the Shoreline Drive, Pike Drive, and Trout Way portion of the Proposed Project area. Construction of the Proposed Project would generate diesel exhaust emissions from on-site construction equipment. The diesel exhaust emissions would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. No other odors would be generated by the Proposed Project. Therefore, the Proposed Project would not generate emissions of odors affecting a substantial number of people, resulting in a less-than-significant impact. No mitigation would be required.

## Biological Resources

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
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 US Fish and Wildlife Service?	Less than Significant with Mitigation		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Less than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant with Mitigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

A desktop survey was performed to assess biological resources potentially occurring in the Proposed Project area. Nine quads (Mt. George, Cordelia, Capell Valley, Sonoma, Yountville, Rutherford, Napa, Cuttings Wharf, and Sears Point) in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (California Department of Fish and Wildlife 2023a), along with the USFWS Information for Planning and Consulting database (iPaC) (USFWS 2023), and the California Native Plant Society (CNPS) (California Native Plant Society 2023) were queried on May 11, 2023. The following special-status species are the most likely to occur in the Proposed Project area.

- Burrowing owl has the potential to be present at staging areas.
- Pallid bat is likely to occur at day or night roosts under the Lincoln Avenue bridge.
- Salt marsh harvest mouse has the potential to occur along the Napa River.
- Salt marsh common yellowthroat is likely to occur in the Proposed Project area within its breeding range.
- Swainson's hawk has the potential to occur in the Proposed Project area.
- Bald eagle has the potential to occur in the Proposed Project area.
- Western pond turtle's northwestern population is likely to occur in the Proposed Project area in aquatic habitat and upland nesting habitat.
- Western bumble bee/Crotch's bumble bee is likely to occur in the Proposed Project area.
- Monarch has the potential to occur in the Proposed Project area because, although no overwintering habitat exists in Napa County, foraging habitat exists.
- Delta smelt has the potential to occur in the Proposed Project area.
- Longfin smelt has the potential to occur in the Proposed Project area.
- Western ridged mussel is rare but has the potential to occur in the Proposed Project area.
- California freshwater shrimp has the potential to occur in the Proposed Project area.
- Conservancy fairy shrimp has the potential to occur in the Proposed Project area.
- Central California steelhead has the potential to occur in the Proposed Project area.
- Sacramento splittail has the potential to occur in the Proposed Project area.
- Delta tule pea is likely to occur in marsh and swamp habitat in the Proposed Project area.
- Mason's lillaeopsis is likely to occur in riparian, marsh, and swamp habitat in the Proposed Project area.

Additional species will be considered in the biological resources analysis in the future environmental documentation based on the query results and on-site habitat assessment surveys.

Habitat in the Proposed Project area includes a riparian corridor on the margin of an urban area. No critical habitat types were identified in the iPaC report.

## Impact 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 US Fish and Wildlife Service?***

The Proposed Project has the potential to cause adverse effects on special-status species either directly or through habitat modifications or disturbances. Special-status birds identified to potentially occur in the Proposed Project area include burrowing owl, salt marsh common yellowthroat, Swainson's hawk, and bald eagle. Special-status mammals identified to potentially occur in the Proposed Project area include pallid bat and salt marsh harvest mouse. Special-status amphibians identified to potentially occur in the Proposed Project area include the western pond turtle. Special-status insects identified to potentially occur in the Proposed Project area include western bumble bee/Crotch's bumble bee and monarch. Special-status fish identified to potentially occur in the Proposed Project area include delta smelt, longfin smelt, western ridged mussel, California freshwater shrimp, conservancy fairy shrimp, Central California steelhead, and California splittail. Special-status plants identified to potentially occur in the Proposed Project area include delta tule pea, Mason's lilaeopsis, two fork clover (showy Indian clover), and contra costa goldfields.

Although bats could occur in the Proposed Project area and use the Lincoln Avenue bridge structure for roosting, because the bridge would not be impacted by construction activities, the bats could move out of the area during construction to avoid disturbance. Additionally, no nighttime work would occur.

Habitat assessment surveys would be performed to determine whether suitable terrestrial and aquatic habitat is present and which specific species could occur in the Proposed Project area and could be potentially affected by construction activities. Nesting bird preconstruction clearance surveys would be required prior to construction for burrowing owl and salt marsh common yellowthroat. Protocol-level raptor surveys would be required for Swainson's hawk and bald eagle. Upland habitat containing sandy soils in and adjacent to riparian habitat would need to be surveyed for western pond turtle during nesting season. Preconstruction clearance surveys would be required to determine whether salt marsh harvest mouse occurs in the Proposed Project area. Aquatic surveys would be required to determine the presence of aquatic species. Surveys would be required to determine whether two fork clover (showy Indian clover) and contra costa goldfields occur in the Proposed Project area.

Mitigation measures such as buffers and exclusion devices would be implemented to avoid special-status species during construction. If nesting birds or raptors are located during preconstruction clearance surveys, buffers would be implemented. Mitigation Measures Bio-1a, Bio-1b, and Bio-1c from the 1999 Final SEIS/EIR would be implemented for re-establishment of vegetation; Bio-3a and Bio-3b from the 1999 Final SEIS/EIR would be implemented for protection of woody vegetation during construction; Bio-6a, Bio-6b, Bio-6c, and Bio-6d from the 1999 Final SEIS/EIR would be implemented for in-water work; and Bio-7a, Bio-7b, and Bio-7c from the 1999 Final SEIS/EIR would be implemented for Mason's lilaeopsis (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Based on results of surveys performed in support of the Proposed Project, additional mitigation measures might be required.

A detailed analysis of biological resources in the Proposed Project area would be completed in the future CEQA/NEPA document for the Proposed Project.

Therefore, the Proposed Project could cause substantial adverse effects on special-status species either directly or through habitat modifications or disturbances; however, after the implementation of mitigation measures, impacts would be reduced to a less-than-significant level.

***b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?***

The Proposed Project has the potential to impact riparian habitat during placement or rock riprap for scour protection under the Lincoln Avenue bridge. As described above, surveys would be required to determine whether special-status vegetation and aquatic species occur under the Lincoln Avenue bridge prior to construction. Based on the results of the surveys, nets would need to be placed to prevent aquatic species from entering construction areas during in-water work, and additional mitigation measures may be required.

Habitat in the Proposed Project area includes a riparian corridor on the margin of an urban area. No critical habitat types were identified in the iPaC report. The CDFW Biogeographic Information and Observation System (BIOS) (California Department of Fish and Wildlife 2023b) viewer shows terrestrial connectivity across the entire Proposed Project area. Although the proposed floodwall would create a physical barrier between riparian habitat and the urban area, gates in the floodwall would allow wildlife movement. Tree removal along the Napa River Trail would be required to allow vehicle and equipment access during construction. Tree removal has the potential to cause disturbance to birds and other species. Clearance surveys would be required prior to any tree removal. Tree replacement would likely be required since new mitigation and would be done in accordance with applicable tree ordinances in the city and county of Napa.

Therefore, the Proposed Project would cause a substantial adverse effect on riparian habitat or other sensitive natural community; however, after the implementation of mitigation measures, impacts would be reduced to a less-than-significant level.

***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?***

The Proposed Project would include the placement of rock riprap for scour protection in the Napa River under the Lincoln Avenue bridge. The scour protection would place permanent fill in a jurisdictional water of the US. The Proposed Project would need to obtain all appropriate permits and approvals for filling waters of the US, and mitigation might be required. During construction, there could be temporary hydrological interruption of the Napa River as a result of water management in the Napa River during construction for the placement of scour protection under Lincoln Avenue bridge. Water management in the Napa River would be carried out in accordance with Waste Discharge Requirement #99-074 and to limit any potential water quality impacts especially turbidity in the Napa River. Water quality best management practices would also be implemented and, this would be a temporary impact. Therefore, the Proposed Project would have an adverse effect on state or federally protected water of the US through the direct filling and hydrological interruption; however, after the implementation of required permits, approvals, and mitigation measures, impacts would be reduced to a less-than-significant level.

**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 wildlife nursery sites?***

As described above, water management in the Napa River would be required during construction for the placement of scour protection under the Lincoln Avenue bridge. Water management in the Napa River would be carried out in accordance with Waste Discharge Requirement #99-074 and to limit any potential water quality impacts especially turbidity in the Napa River. Water quality best management practices would also be implemented. Although these actions would be temporary, they have the potential to disrupt aquatic species in the Napa River. Mitigation measures such as using nets to prevent aquatic species from accessing work areas would be required to reduce potential effects to aquatic species. Additionally, vibration impacts from pile-driving activities associated with the Proposed Project could disrupt aquatic species and might require mitigation. Mitigation might include fish rescue or exclusion devices to keep fish away from work areas, and avoidance of spawning areas and periods. Vibration should be considered in the aquatic permits for Proposed Project activities. Additionally, as described above, terrestrial species could have impeded movement past the floodwall because it would act as a physical barrier; however, gates would be installed in the floodwall and would provide movement pathways for terrestrial species. Therefore, the Proposed Project may interfere with the movement of aquatic or wildlife species; however, with the implementation of mitigation measures, impacts would be reduced to a less-than-significant level.

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

Tree removal would be required for the Proposed Project to allow construction vehicle and equipment access. Tree removal would occur in accordance with tree protection ordinances in the city and county of Napa. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant, and no mitigation is required.

**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?***

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in the Proposed Project area. Therefore, the Proposed Project would not conflict with any habitat conservation plans; no impact would occur, and no mitigation is required.

## Cultural Resources

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant with Mitigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant with Mitigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

Two tribes participated in past consultation for the Proposed Project: the Suscol Intertribal Council and the Wappo Tribe. The River Glen archaeological site is located in and near the Proposed Project area. Given the history of the area, there is a high probability for archaeological resources to occur in the Proposed Project area.

The River Glen site (CA-NAP-261) is on the west bank of the Napa River, near the end of Trout way, east of Shoreline Drive. Despite the site’s disturbed condition, it was determined eligible for listing on the National Register of Historic Places (NRHP) due to its research potential. The site was subjected to data recovery in 1976, and in addition to human interments, the existence of an upper stratum of disturbed late-period deposits was confirmed to overlie a relatively undisturbed Late Archaic (Middle Horizon) midden. The site was revisited and tested in 1993, and, although the site was noted to have been further disturbed in the intervening years, it retained sufficient integrity to remain eligible for listing on the National Register.

## Impact Analysis

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

No historic buildings or bridges would be altered as a result of the Proposed Project. Therefore, there would be no impact or change in the significance of a historical resource pursuant to §15064.5, and no mitigation is required.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

The Proposed Project would have a substantial adverse impact on archaeological resources at the eligible River Glen site. Pile driving to construct the sheet pile floodwall would be hammered through the area containing the River Glen site. This would be a significant impact, and data extraction would

be required before construction as required by Mitigation Measure Cultural-7 from the 1999 Final SEIS/EIR (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Mitigation Measures Cultural-7, Cultural-8, and Cultural-9 from the 1999 Final SEIS/EIR would be implemented to reduce impacts to the River Glen site and discovery of any unknown sites (Napa County Flood Control and Water Conservation District US Army Corps of Engineers 1999). In addition, Assembly Bill 52 (AB 52) consultation with interested tribes will take place prior to construction of the Proposed Project. Although tribal cultural resources have not been formally identified, the known sites are likely to be considered significant by the tribal community as a tribal cultural resources. Mitigation measures may not be sufficient to fully offset impacts, and impacts after implementation of mitigation measures may remain significant because an NRHP eligible archaeological site would be destroyed regardless of determinations during consultation. Therefore, the Proposed Project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5, and impacts would remain significant after the implementation of mitigation measures.

***c) Disturb any human remains, including those interred outside of dedicated cemeteries?***

Human remains are likely to be encountered and disturbed at the River Glen site according to past documentation. The potential to encounter and disturb human remains also exists at the discovery of unknown sites during construction. Mitigation Measures Cultural-7, Cultural-8, and Cultural-9 from the 1999 Final SEIS/EIR would be implemented to reduce impacts to the River Glen site and discovery of unknown sites (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Although tribal cultural resources have not been formally identified, the known sites are likely to be considered significant by the tribal community as a tribal cultural resources. Mitigation measures may not be sufficient to fully offset impacts and impacts after implementation of mitigation measures could remain significant because human remains would be disturbed regardless of determinations during consultation. Therefore, impacts to human remains would remain significant after the implementation of mitigation measures.

## Energy

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

PG&E provides electric services to Napa County, where the Proposed Project area is located. PG&E is also the gas service provider in Napa. According to PG&E’s Economic Development Site Tool (PG&E 2023), there are no existing electric transmission lines near the Proposed Project area. The closest existing electric transmission line is a 100-to-161-volt transmission line near Napa River Terrance Inn at the south end of the Proposed Project area.

The Napa County General Plan (Napa County 2008) states that the County promotes “research and the development and use of advanced and renewable energy technology.” Additionally, Goal CON-16 in the general plan is to “promote the economic and environmental health of Napa County by conserving energy, increasing the efficiency of energy use, and producing renewable energy locally.”

## Impact Analysis

**a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

The Proposed Project would result in the temporary consumption of energy during construction work. The general use of construction equipment and vehicles, the delivery of earthmoving equipment and construction materials, utility relocation, and floodwall construction would all contribute to the consumption of energy resources during construction. However, energy consumption would be short term and temporary. It is also anticipated that there would not be any substantial changes to operations or maintenance when compared to existing conditions that would cause a substantial or wasteful use of energy. If any energy distribution lines are found in the Proposed Project area, the line would be relocated by PG&E or an appropriate provider. Thus, energy consumption would also not be considered wasteful, inefficient, or unnecessary during both project construction and operation. Therefore, this impact would be less than significant, and no mitigation is required.

***b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, there would be no impact, and no mitigation is required.

## Geology and Soils

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
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?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, 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?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

Napa County is in the Coast Ranges Geomorphic Province, which is bounded on the west by the Pacific Ocean and on the east by the Great Valley Geomorphic Province (Napa County 2007). According to Figure 4.10-2, Napa County Fault Features, in the Napa County General Plan, the Proposed Project is outside the Alquist Priolo Fault Zone (Napa County 2007). Soda Creek Fault is a quaternary fault that borders sections of the Proposed Project area to the east (DOC 2015). However, Soda Creek Fault is not active (Napa County 2007). There are four known faults that are of concern in Napa County. These are West Napa, Hunting Creek, Green Valley, and Cordelia, approximately 2 miles, 31 miles, 7 miles, and 9 miles east of the Proposed Project area, respectively. According to The Association of Bay Area Governments' "Earthquake Hazard Map for the Entire Bay Area Scenario: West Napa Fault," the southern portion of Napa County could be subject to Violent (Modified Mercalli IX) and Very Strong (Modified Mercalli VIII) movement as a result of a 6.5-magnitude event from the West Napa Fault. Based on data presented in the Napa County General Plan EIR, there is a 67% chance for a 6.7 or larger magnitude earthquake to occur in the San Francisco Bay Area by the year 2032.

The principal soil series in the Napa Valley is Bale-Cole-Yolo, which has formed on the nearly level, gently sloping, deep alluvium of the Valley. The soils range from well drained to somewhat poorly drained loams, silt loams, and clay loams on floodplains, alluvial fans, and terraces. There are expansive soils at a number of locations in the county, and such conditions are typical in much of the San Francisco Bay Area (Napa County 2007). According to Figure 4.10-3, Liquefaction Susceptibility, in the Napa County General Plan, the Proposed Project area is in areas designated as high and very high for liquefaction susceptibility (Napa County 2007). The Proposed Project area is not in an area designated for high landslide hazard potential (USGS 2023).

## Impact Analysis

**a-i) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?***

The Proposed Project is outside the Alquist Priolo Fault Zone (Napa County 2007). Soda Creek Fault borders the Proposed Project area to the east; however, it is not considered active. Active faults, specifically West Napa, Hunting Creek, Green Valley, and Cordelia, are approximately 2 miles, 31 miles, 7 miles, and 9 miles east of the Proposed Project area, respectively. Geotechnical evaluations would guide sound seismic design for all Proposed Project structures and facilities. Therefore, the Proposed Project would not result in substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake or fault. As a result, impacts would be less than significant, and no mitigation is required.

**a-ii) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: Strong seismic ground shaking?***

Active faults, specifically West Napa, Hunting Creek, Green Valley, and Cordelia, are approximately 2 miles, 31 miles, 7 miles, and 9 miles east of the Proposed Project area, respectively. The Proposed Project has the potential to experience strong seismic ground shaking from nearby faults in the county; however, geotechnical evaluations would guide sound seismic design for all Proposed Project structures. Therefore, the Proposed Project would not result in substantial adverse effects,

including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant, and no mitigation is required.

***a-iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: Seismic-related ground failure, including liquefaction?***

According to Figure 4.10-3, Liquefaction Susceptibility, in the Napa County General Plan, the Proposed Project area is in areas designated as high and very high for liquefaction susceptibility (Napa County 2007). Therefore, the Proposed Project area could experience liquefaction if a large earthquake occurs. However, the Proposed Project, including construction of floodwalls and scour protection, would be designed to meet USACE standards and would be composed of approved materials and structures that have low potential for liquefaction to meet USACE standards. Further, geotechnical evaluations would provide data on soils that would inform the project design in areas with liquefaction concerns. Therefore, the Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Impacts would be less than significant, and no mitigation is required.

***a-iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: Landslides?***

The Proposed Project area is not in an area designated for high landslide hazard potential (USGS 2023). Further, geotechnical evaluations would provide sound design for all project structures, and the Proposed Project would be designed to meet USACE standards. As a result, the Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. As a result, impacts would be less than significant, and no mitigation is required.

***b) Result in substantial soil erosion or the loss of topsoil?***

Ground disturbance, excavation, and other construction activities associated with the Proposed Project would remove ground cover and expose and disturb soils. Exposed and disturbed soils are vulnerable to erosion. However, a project Stormwater Pollution Prevention Plan (SWPPP) would be implemented. As part of the Proposed Project, coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit would be obtained from the California Regional Water Quality Control Board. The NPDES General Permit requires SWPPP implementation for projects with greater than 1 acre of disturbance to control stormwater runoff in the construction and staging areas, thus minimizing soil erosion and impacts to surface waters to the extent possible. SWPPP best management practices (BMPs) include measures to reduce erosion from disturbed areas, prevent sediment from migrating off site, provide dust and tracking control, and prescribe good housekeeping practices for material storage and stockpile management. Additionally, once constructed, floodwalls and rock scour protection would improve long-term erosion conditions in the Proposed Project area. Therefore, the Proposed Project would not result in substantial soil erosion or topsoil loss. As a result, the impact would be less than significant, and no mitigation is required.

***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?***

Soils in the Proposed Project area are well drained to somewhat poorly drained loams, silt loams, and clay loams on floodplains, alluvial fans, and terraces. The Proposed Project area is not in an area designated for high landslide hazard potential (USGS 2023). However, there are expansive

soils at a number of locations in the county, and the Proposed Project area is in areas designated as high and very high for liquefaction susceptibility (Napa County 2007). Therefore, the Proposed Project area could experience liquefaction if a large earthquake occurs. The proposed floodwalls and rock scour protection would be designed to meet USACE standards and would be composed of materials and structures to meet USACE standards. Although the Proposed Project may be located on a geologic unit or soil that has a marginal potential for liquefaction and subsidence, due to the nature of the proposed improvements, this risk would be low and would exist with or without the Proposed Project. Therefore, the Proposed Project would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. As a result, the impact would be less than significant, and no mitigation is required.

**d) *Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?***

There are expansive soils at a number of locations in the county, and they may be present in the Proposed Project area. As stated above, the proposed floodwalls and rock scour protection would be designed to meet USACE standards and would be composed of approved materials and structures to meet the USACE standards. Furthermore, once constructed, the Proposed Project would reduce risk to life or property by improving flooding conditions in the Proposed Project area. Although the Proposed Project may be located on expansive soil that has a marginal potential to result in the direct or indirect risk to life or property, due to the nature of the proposed improvements, this risk would be low and would exist with or without the Proposed Project. Therefore, the Proposed Project would not create a substantial direct or indirect risk to life or property because of expansive soils. As a result, the impact would be less than significant, and no mitigation is required.

**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 septic tanks or alternative wastewater disposal systems are included as part of the Proposed Project. Therefore, the Proposed Project would not locate septic tanks or alternative wastewater disposal systems on soils incapable of adequate support. As a result, no impact would occur, and no mitigation is required.

**f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Although much of the Proposed Project area has been previously disturbed, unique paleontological or geologic features could be discovered during subsurface work, which would be considered a significant impact. Therefore, mitigation measures would be implemented to minimize impacts resulting from the potential for discovery of buried paleontological resources during short-term construction.

Long-term operations in the Proposed Project area would not result in additional ground-disturbing activities and, therefore, would not have the potential to encounter unique paleontological or geologic resources. With the implementation of mitigation measures during short-term construction, the Proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts resulting from the Proposed Project would be less than significant with mitigation incorporated.

## Greenhouse Gas Emissions

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

### Climate Change

*Climate change* refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth’s climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions. GHG emissions are emitted by natural processes and human activities. Human-produced GHG emissions are created primarily by burning fossil fuels for energy. The human-produced GHG emissions most responsible for global warming and their relative contribution to it are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs).

### Global Warming Potential

Each type of GHG has a different capacity to trap heat in the atmosphere, and each type remains in the atmosphere for a particular length of time. The ability of a GHG to trap heat is measured by an index called the *global warming potential* expressed as carbon dioxide equivalent (CO<sub>2</sub>e). CO<sub>2</sub> is considered the baseline GHG in this index and has a global warming potential of 1. CH<sub>4</sub> has a global warming potential of 21 times that of CO<sub>2</sub>, and N<sub>2</sub>O has a global warming potential of 310 times that of CO<sub>2</sub>. The families of CFCs, hydrofluorocarbons, and perfluorocarbons have a substantially greater global warming potential than other GHGs, generally ranging from approximately 1,300 to over 10,000 times that of CO<sub>2</sub>. Although CO<sub>2</sub> represents the vast majority of the total volume of GHGs released into the atmosphere, the release of even small quantities of other types of GHGs can be significant for their contribution to climate change.

### Napa County Climate Action Plan

On July 23, 2018, the Napa County Board of Supervisors adopted the Napa County Climate Action Plan (CAP) (Napa County 2018). The CAP includes an inventory of GHG emissions from unincorporated areas in Napa County. The CAP establishes goals to reduce emissions. The CAP

contains measures that will help the community achieve GHG reductions and successfully adapt to climate change.

## Impact Analysis

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

Construction activities would generate short-term GHG emissions from the operation of construction equipment, fueling activities, materials hauling, and commute trips by construction workers. The CalEEMod would be used to estimate GHG emissions during construction of the floodwalls in future CEQA documentation. The thresholds of significance adopted by BAAQMD would be used to determine the significance of GHG emissions. For typical land use projects, BAAQMD recommends use of a construction threshold of 25,000 metric tons (MT) of CO<sub>2</sub>e per year to determine whether construction would result in the generation of GHG emissions sufficient to result in a significant impact on the environment (BAAQMD 2023).

Amortized over the 30-year life of the Proposed Project, GHG emissions from construction are expected to be below BAAQMD's threshold of significance of 25,000 MT CO<sub>2</sub>e per year.

Therefore, the Proposed Project would likely not generate GHG emissions directly or indirectly that would have a significant impact on the environment, resulting in a less-than-significant impact. No mitigation is required.

### **b) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

The Proposed Project would generate short-term GHG emissions during construction. The short-term construction GHG emissions are not expected to exceed BAAQMD's significance thresholds. Further, the CAP does not include GHG-emissions-reduction measures that are applicable to the Proposed Project. Therefore, the Proposed Project would not conflict with any state or regional GHG-emission-reduction goals. As a result, there would be no impact, and no mitigation would be required.

## Hazards and Hazardous Materials

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant with Mitigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Less than Significant with Mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	Less than Significant with Mitigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

Schools near the Proposed Project area include Blue Oak Middle School, approximately 0.80 mile west of the southern end of Proposed Project area; New Technology High School, approximately 0.50 mile west of the southern end of the Proposed Project area; and Saint John the Baptist Catholic School, approximately 0.50 mile west of the Proposed Project area.

There are no public-use airports within 2 miles of the Proposed Project area. The nearest airport is the Napa County Airport, approximately 7 miles south of the Proposed Project area. The Proposed Project is not located within an airport land use plan.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the Proposed Project area is in a local responsibility area (LRA) outside a Very High Fire Hazard Severity Zone (CAL FIRE 2008).

The Proposed Project area is in evacuation zones NAP-EO32 and NAP-EO26 for various hazardous events (Napa County 2023a).

According to the Department of Toxic Substances Control's (DTSC) EnviroStor Database (DTSC 2023), hazardous material database listings near the Proposed Project area include the following:

- **3011 Soscol Avenue:** This listing is a "Voluntary Agreement" 0.25 mile northwest of the Proposed Project area. The site has been used as a pear orchard and residence for the Von Uhlit family since 1933. The agricultural operations included a chemical storage, mixing area for pesticides, and fruit drying. Pesticides were applied in the orchard area of the site. Contaminants found on site in soil include DDT, DDE, DDD, dieldrin, lead, and arsenic. Contaminants in the groundwater include gasoline, diesel, benzene, toluene, ethylbenzene, total xylenes, MTBE, chloroform, 1,2-DCA, carbon sulfide, and isopropyl benzene.
- **750 Randean Way:** This listing is an "Evaluation" approximately 0.10 mile west of the Proposed Project area. The property had underground storage tanks, which resulted in soil contamination on site. The contaminants of concern were total petroleum hydrocarbons. The on-site soils were excavated and disposed of offsite. The property owner worked with the Water Board and Napa County on groundwater issues. On May 10, 1994, the Board informed DTSC that no further action was required.

Power lines are also in the Proposed Project area and may require relocation for construction of the Proposed Project. These lines could include old transformers containing polychlorinated biphenyls (PCBs) or PCB-contaminated material.

## Impact Analysis

### ***a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

The Proposed Project would involve the use of common construction materials such as fuel, oil, grease, and surfactants. Construction disturbance, including disturbance near and within surface waters, has the potential to result in the accidental release of fuel and other construction material to the environment. However, with the implementation of an SWPPP for the Proposed Project, BMPs would be used to control erosion and sedimentation into surface waters and to prescribe good housekeeping practices to reduce the extent of potential spills or releases of hazardous materials into the environment.

Organics, trash, and demolished material would be hauled off site, and some fill, aggregate base, and rock revetment would be imported. The Proposed Project would comply with all relevant federal, state, and local statutes and regulations related to transport, use (including material storage procedures), or disposal of hazardous materials. BMPs, such as the SWPPP (as required by federal, state and local regulations), would minimize hazards resulting from routine transport, use, or disposal of hazardous materials. Therefore, impacts related to transport, use, or disposal of hazardous materials would be less than significant, and no mitigation is required.

***b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?***

Hazardous materials database listings near the Proposed Project area include 3011 Soscol Avenue, a Volunteer Agreement site 0.25 mile from the Proposed Project area, and 750 Randeau Way, an Evaluation site 0.10 mile from the Proposed Project area. Both sites are not in the Proposed Project area and would be avoided during project construction.

Vehicle fueling and operating and storing construction equipment in the Proposed Project area could affect water quality through the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. However, spill-prevention measures would be included in the construction plans and monitored in the SWPPP for the proposed improvements to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. Such measures would include rules requiring the storage of reserve fuel and the refueling of construction equipment within designated secondary containment in construction areas and staging areas, and inspection of vehicles for oil and fuel leaks. Additionally, with the implementation of an SWPPP for the Proposed Project, BMPs would be used to control erosion and sedimentation into surface waters and to prescribe practices to reduce the extent of potential spills or release of hazardous materials into the environment.

Despite all attempts to identify contaminated areas, there is a chance that additional soil or groundwater contamination may be discovered during construction. This is especially true during excavation required for constructing the floodwalls. Additionally, power lines are in the Proposed Project area and may require relocation for construction of the Proposed Project. These lines could include old transformers containing PCBs or PCB-contaminated material. Demolished materials could contain asbestos-containing materials and lead-based paint. Release of any of these contaminants during construction of the Proposed Project would result in a significant impact.

Implementation of Mitigation Measures Haz-2a, Haz-2b, Haz-2c, Haz-3, Haz-4a, and Haz-5 from the 1999 Final SEIS/EIR would minimize or avoid impacts related to the release of hazardous materials into the environment (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Therefore, with implementation of mitigation measures, impacts from the release of hazardous materials into the environment during construction would be less than significant.

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

There are no public or private schools within 0.25 mile of the Proposed Project area. The nearest schools are located approximately 0.50 mile west of the Proposed Project area. Operation of construction vehicles and equipment would emit hazardous emissions. However, construction would be temporary and would occur over a relatively short duration compared to the operational lifetime of the Proposed Project. Operation of construction equipment would occur intermittently throughout the course of a day rather than continuously at any one location. All construction equipment and

operation of that equipment would be regulated per ARB's regulations for heavy-duty diesel vehicles. Furthermore, required compliance with applicable BAAQMD rules would limit exposure of sensitive receptors to hazardous emissions. Additionally, with the implementation of an SWPPP for the Proposed Project, BMPs would be used to reduce the extent of potential spills or release of hazardous materials into the environment. Therefore, through compliance with applicable regulations and the implementation of BMPs, impacts from emitting hazardous emissions or handling hazardous materials near schools would be less than significant, and no mitigation would be required.

***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?***

The Proposed Project is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed in item (b), the two hazardous materials sites identified within 0.25 mile of the Proposed Project area (3011 Soscol Avenue and 750 Randeau Way) would not pose a threat to the Proposed Project area during construction or operations. Therefore, no impact would occur, and no mitigation is required.

***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?***

There are no public use airports within 2 miles of the Proposed Project area. The Proposed Project is not located within an airport land use plan. Therefore, no impact would occur, and no mitigation is required.

***f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The Proposed Project area is in evacuation zones NAP-EO32 and NAP-EO26 (Napa County 2023a). Where possible, a 50-foot-wide construction corridor would be used for access and staging for construction work. The floodwall would be constructed in several-hundred-foot segments at a time as it progresses along the alignment. Construction activities would be coordinated with the local law enforcement and emergency service providers prior to the start of construction and would not impede emergency access routes. Long-term operations of the Proposed Project would not change access routes to or within the Proposed Project area or result in inadequate emergency access. Therefore, the Proposed Project would have a less-than-significant impact, and no mitigation is required.

***g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

The Proposed Project area is in an LRA outside a Very High Fire Hazard Severity Zone (CAL FIRE 2022). The Proposed Project would not add any new land uses that could create a greater fire risk than what currently exists. Fire-suppression equipment, including fire extinguishers, would be kept on site during construction in accordance with local fire codes and standards. In addition, construction activities that could generate sparks would be conducted in the staging areas, under appropriate conditions, with safety measures in place. Therefore, there would be no direct or indirect exposure of people or property to significant fire hazards. The Proposed Project would have a less-than-significant impact, and no mitigation is required.

## Hydrology and Water Quality

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant with Mitigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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;	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than Significant with Mitigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than Significant with Mitigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. impede or redirect flood flows?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The Proposed Project is located along the Napa River in the Napa River watershed in the Napa Valley. The Napa River forms the trunk of a simple dendritic (“treelike”) river system with its tributaries and varies erratically in width, depth, and capacity throughout its length. Upstream from the city of Napa, the channel varies in width from 50 to 300 feet and in depth to 10 to 20 feet. In many stretches, the streambed of the river consists of erosion-resistant materials, such as heavy clay formations, which result in well-stabilized channel gradients (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). The channel slope decreases as the lower reaches are approached. Streamflow in the Napa River changes enormously from season to season; flows are higher from December through March and are reduced during the summer and early fall. Yearly variations are significant, and consecutive dry years with reduced flows are not uncommon. During the dry season, much of the river recharges groundwater, which migrates underground through alluvial gravel deposits.

Flood hazard conditions exist along the entire length of the Napa River through the city of Napa. The flood hazard area extends well into developed areas and follows the banks of several tributary creeks. The City of Napa regulates development in the flood hazard area in accordance with standards and regulations for flood zones. The Proposed Project is in the Regulatory Floodway/Zone AE subject to the 1-percent-annual-chance flood (FEMA 2010). Records of damaging floods in the Napa River Basin date back to 1862, but only recently have comprehensive data on the extent of damages been obtained. Major floods were recorded in 1955, 1958, 1963, and 1986.

## Impact Analysis

**a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

The Proposed Project would be consistent with all water quality standards and existing waste discharge requirement order 99-074, which was issued for the Napa River/Napa Creek Flood Protection Project in September 1999. Although some erosion would occur during construction, an SWPPP would be implemented to reduce sedimentation and pollution in surface water and groundwater. Therefore, the Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant, and no mitigation is required.

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

The floodwalls are intended to increase the freeboard capacity of the Napa River channel and to provide a 100-year level of flood protection for the area. The floodwalls are not designed to prevent water movement under the concrete “T” walls or sheet pile “I” walls. Deeper portions of the walls are designed for structural stability on steep slopes and would still allow groundwater to flow under the walls. Therefore, the Proposed Project would not interfere with groundwater recharge or impede groundwater movement. Impacts would be less than significant, and no mitigation is required.

**c-i) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious***

***surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site?***

The only in-water work associated with the Proposed Project is to place rock riprap as scour protection under the Lincoln Avenue bridge. Some water diversions might be constructed to place the scour protection, but no dewatering would take place. Any diversions would be within the existing river channel, would be temporary, and would not permanently alter the course of the Napa River. An SWPPP would be implemented to reduce pollution, erosion, and sedimentation resulting from construction. Therefore, the Proposed Project would have no impact on existing drainage patterns that would result in substantial erosion or siltation on or offsite, and no mitigation is required.

***c-ii) 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: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***

The proposed floodwalls would vary in height, would be less than 2 feet wide, and would add negligible new impervious surface to the Proposed Project area. After construction work, previously paved areas would be repaved, and previously unpaved areas would be returned to their preconstruction condition. Therefore, the Proposed Project would have no impact on existing drainage patterns that would substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. No mitigation is required.

***c-iii) 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: 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?***

Negligible new impervious surfaces would be created by the proposed floodwalls, and no new sources of polluted runoff would be created as a result of the Proposed Project. Therefore, the Proposed Project would have no impact on existing drainage patterns that would create or contribute runoff that would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff. No mitigation is required.

***c-iv) 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: impede or redirect flood flows?***

The purpose of the Proposed Project is to impede and redirect flood flows from the Napa River away from existing homes and businesses in Napa along the Napa River area in the flood zone. This would be considered a beneficial improvement. Therefore, the Proposed Project would not have a negative impact on existing drainage patterns that would impede or redirect flood flows. No mitigation is required.

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

The Proposed Project is in the flood zone along the Napa River and currently risks the release of pollutants from vehicles, businesses, or construction equipment if a flood were to inundate the Proposed Project area. After construction of the Proposed Project, the risk of the release of pollutants due to inundation in the Proposed Project area would be remedied by the floodwalls.

Therefore, the Proposed Project would have a less-than-significant impact on releasing pollutants due to project inundation in a flood hazard zone. No mitigation is required.

**e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

The Proposed Project would be consistent with all water quality control plans and sustainable groundwater management plans for the area. The Proposed Project would comply with the existing waste discharge requirements. After construction, there would be no long-term point sources of pollution to the Napa River or the surrounding groundwater basin. Therefore, the Proposed Project would have no impact on the implementation of a water quality control plan or sustainable groundwater management plan. No mitigation is required.

## Land Use and Planning

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Physically divide an established community?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

Napa County and the City of Napa govern land uses and zoning in the Proposed Project area. According to the Napa County General Plan (Napa County 2008), the Proposed Project is located within the Urban Residential land use designation. The urban residential designated land includes a full range of residential uses as well as both planned development and commercial uses. The Proposed Project area consists mainly of open space and the public trail along the west bank of the Napa River but also includes residential and commercial properties.

## Impact Analysis

### a) **Physically divide an established community?**

The Proposed Project would reduce the risk of floods by continuing the construction of floodwalls along a segment of the Napa River. Gates and access points would be built into the proposed floodwalls to allow access on either side of the floodwalls, and these gates and access points would not physically divide or affect established communities. The Proposed Project would require the use of Lincoln Avenue, Shoreline Drive, Trout Way, Wall Street, the RiverPointe property, and potentially other areas for project site access. Existing roads are wide enough to accommodate all construction equipment and would not require road widening or improvements. Although Lincoln Avenue may require traffic control for project construction, traffic control would occur only temporarily. All construction traffic and access would be coordinated with local landowners prior to construction. Construction would occur close to residential uses but would occur only temporarily. Therefore, there would be no impact, and no mitigation is required.

### 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?**

As a result of project construction, property would be acquired in the RiverPointe property and up to 16 tiny vacation rental homes in the RiverPointe property would be removed. These homes are not permanent residences. They are moved out of the floodway during the winter typically due to the risk of flooding at this site. Burrows Court in the RiverPointe property may be realigned to accommodate the floodwalls, and some tiny vacation rental homes could be reinstalled depending on the remaining space available. The Proposed Project could require other minor acquisitions of property for flood

easements in the Proposed Project area. All property acquisitions will abide by applicable federal and state laws. The Proposed Project would not require additional housing or construction of housing. The Proposed Project would not conflict with any land use plan, policy, or other regulations. Therefore, the Proposed Project would not 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. Therefore, a less-than-significant impact would occur, and no mitigation is required.

## Mineral Resources

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b><i>Would the project:</i></b>					
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?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

Although Napa County has been the site for historic mining activities, the Napa County General Plan states that the current geological opportunities for future mineral extraction are unknown (Napa County 2008). State mineral resource zone (MRZ) maps indicate that most of the county is not evaluated for mineral resources. The chief minerals currently mined in the county are aggregate and basalt rock used for concrete aggregate (Napa County 2008). The State Department of Conservation, Office of Mine Reclamation has specified Napa Quarry, Pope Creek Quarry, and American Canyon Quarry as active mines. The Proposed Project area is not near any of the three active mines. The closest active mine, Napa Quarry, is approximately 4 miles from the Proposed Project area (DOC 2016).

## Impact Analysis

***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?***

The chief minerals currently mined in Napa County are aggregate and basalt rock. According to the Office of Mine Reclamation, no MRZ or gas fields are in the Proposed Project area (DOC 2016). Therefore, the Proposed Project would not 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. As a result, no impact would occur, and no mitigation is required.

***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?***

The Proposed Project is not in an area known to contain mineral resources (DOC 2016). No locally important mineral resource recovery sites are in the Proposed Project area. Therefore, the Proposed Project would not 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. As a result, no impact would occur, and no mitigation is required.

## Noise

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project result in:</b>					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Significant Unavoidable	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	NA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

### Noise and Groundborne Vibration

Noise is generally defined as unwanted sound. The sound pressure level is the most common descriptor used to characterize the loudness (or amplitude) of an ambient sound, and the decibel (dB) scale is used to quantify sound intensity. Because the human ear does not perceive every sound frequency with equal loudness, sounds are often adjusted in a process called “A-weighting.” The A-weighted decibel or dBA refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies.

Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. As the vibration propagates from the foundation throughout the remainder of the building, the vibration of floors and walls can cause perceptible vibration from the rattling of windows or a rumbling noise. The rumbling sound caused by the vibration of room surfaces is called groundborne noise.

When assessing annoyance from groundborne noise, vibration is typically expressed as root mean square (RMS) velocity in units of decibels of 1 microinch per second. To distinguish vibration levels from noise levels, the unit is written as VdB. Annoyance due to frequent vibration in residential settings occurs at vibration levels above 70 VdB (California Department of Transportation 2006; FTA 2018). In extreme cases, excessive groundborne vibration can cause structural damage to buildings. The damage threshold for buildings starts at 100 VdB (FTA 2018).

### Existing Noise Environment

Noise sources that affect the baseline noise levels throughout Napa County include vehicle traffic, aircraft, trains, and stationary sources. Stationary noise sources in Napa County include farming, mining, industry and food processing, and construction. Existing ambient noise levels in the Proposed Project area are expected to be moderate due to its urban location.

Existing sources of noise in the Proposed Project area include vehicle traffic on surrounding streets, residential uses, and recreationists using the Napa River Trail.

### Noise Sensitive Receptors

Certain land uses are considered more sensitive to noise than others. Examples of more sensitive types of land uses are residential areas, educational facilities, hospitals, childcare facilities, and senior housing. There are residences near the north section of the Proposed Project. Approximately 30 residences are within 25 feet of the work areas along Shoreline Drive, Pike Drive, and Trout Way.

### Noise Standards

Napa County and the City of Napa each have established policies and standards that aim to minimize the effects of noise on people through prescriptive construction standards, zoning restrictions, hours of operation, and suppression techniques. The applicable noise standards and policies are summarized below.

#### *Napa County (Napa County 2023b)*

Where technically and economically feasible, construction activities will be conducted in such a manner that the maximum noise levels at affected properties would not exceed those listed in the following schedule (Table 3).

**Table 3. Noise Limits for Construction Activities**

Time	Residential	Commercial	Industrial
Daily: 7 a.m. to 7 p.m.	75 dBA	80 dBA	85 dBA
Daily: 7 p.m. to 7 a.m.	60 dBA	65 dBA	70 dBA

#### *City of Napa (City of Napa 2022b)*

Any person engaged in construction activity, other than construction activity on an existing residential unit which such person owns or rents, pursuant to any provision of this code, shall limit said construction activity as follows:

- A. Construction activities throughout the entire duration of the project shall be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. There would be no start-up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; no servicing of equipment past 6:45 p.m., Monday through Friday; and construction on weekends or legal holidays shall be limited to the hours of 8:00 a.m. to 4:00 p.m., unless a permit shall first have been secured from the City Manager, or designee, pursuant to Section 8.08.050 of this code. The City Manager, or designee, shall grant such permit:

1. For emergency work;
  2. Other work, if work and equipment will not create noise that may be unreasonably offensive to neighbors as to constitute a nuisance; or
  3. If necessary to protect the public health, safety, and welfare.
- B. All muffler systems on construction equipment shall be properly maintained.
- C. All construction equipment shall not be placed adjacent to developed areas unless said equipment is provided with acoustical shielding.
- D. All construction and grading equipment shall be shut down when not actively in use.
- E. Construction activity by or on behalf of a public agency, which is necessary to avoid a disruption of a public project or to protect the public health, safety, and welfare, shall be exempt from the time limitations of this section.
- F. As a separate, distinct, and cumulative remedy established for a violation of this section, the Police and/or the Code Enforcement Officer may issue a stop work order for violation of this section. Such order shall become effective immediately upon posting of the notice. After service of the stop work order, no person shall perform any act with respect to the subject property in violation of any of the terms of the stop work order, except such actions the city determines are reasonably necessary to render the subject property safe and/or secure until the violation has been corrected. (O93-026)

## Impact Analysis

**a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Construction activities would temporarily increase noise levels in the Proposed Project area from the use of construction equipment and construction traffic. Construction equipment noise varies with the type of equipment. The typical noise levels by equipment, as measured at a standard of 25 feet, are listed in Table 4. Construction equipment noise levels decrease by about 6 dBA per doubling of distance from the source because of geometric divergence (that is, the spreading of noise from a source) alone, provided there is a clear line of sight to the equipment (FTA 2018).

**Table 4. Typical Construction Equipment Noise Levels**

Equipment	Typical Noise Level (dBA) at 25 feet from Source
Air Compressor	86
Backhoe	86
Compactor	88
Concrete Mixer	91
Crane, Mobile	89
Dozer	91
Grader	91
Jack Hammer	94
Loader	86

Equipment	Typical Noise Level (dBA) at 25 feet from Source
Paver	91
Pile Driver (impact)	107
Pile Driver (sonic)	101
Pump	83
Roller	91
Saw	82
Scraper	91
Truck	90

Source: FTA 2018

Based on Table 4, typical construction equipment that may be associated with the Proposed Project could generate noise levels of up to 107 dBA at a distance of 25 feet. As previously noted, the nearest noise-sensitive receptors to construction equipment would be the residences on Shoreline Drive, Pike Drive, and Trout Way, approximately 25 feet from the limits of the construction area. As noted earlier, Napa County has a comprehensive noise ordinance that sets specific noise levels for different zoning districts and for different land uses. The Proposed Project area is mainly residential. Therefore, the established noise level threshold for construction projects is 75 dBA between 7 a.m. and 7 p.m. Thus, temporary increases in the ambient noise levels in the Proposed Project area are anticipated during construction, and construction noise levels would be above acceptable established thresholds. Implementation of Mitigation Measures NOISE-1a through 1e from the 1999 Final SEIS/EIR would minimize impacts related to construction noise levels (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Additional mitigation measures to further reduce construction noise levels may be required. Once constructed, the Proposed Project would not result in any long-term noise impacts. Therefore, with implementation of mitigation measures, construction noise impacts would be reduced to a less-than-significant level.

**b) Generation of excessive groundborne vibration or groundborne noise levels?**

Construction-related vibration is normally associated with impact equipment such as pile drivers and jackhammers and the operation of some heavy-duty construction equipment, such as bulldozers and trucks. The typical vibration levels by equipment, as measured at a distance of 25 feet, are listed in Table 5. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

**Table 5. Typical Construction Equipment Vibration Levels**

Equipment	Typical Vibration Level (VdB) at 25 feet from Source
Pile Driver (impact) – upper range	112
Pile Driver (impact) – typical	104
Pile Driver (sonic) – upper range	105
Pile Driver (sonic) – typical	93
Clam Shovel Drop (slurry wall)	94
Hydromill (slurry wall) – in soil	66

Equipment	Typical Vibration Level (VdB) at 25 feet from Source
Hydromill (slurry wall) – in rock	75
Vibratory Roller	94
Hoe Ram	87
Large Bulldozer	87
Caisson Drilling	87
Loaded Trucks	86
Jackhammer	79
Small Bulldozer	58

Source: FTA 2018

Project construction is anticipated to use equipment such as pile drivers and trucks that could cause groundborne vibrations. Based on Table 5, construction equipment associated with the Proposed Project could generate vibration levels of up to 112 VdB at a distance of 25 feet. As previously noted, the nearest noise-sensitive receptors to construction activities are the residences on Shoreline Drive, Pike Drive, and Trout Way, approximately 25 feet from the limits of the construction area. The vibration level at the nearest sensitive receptor is calculated using the following formula from the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018):

$$L_{V,distance} = L_{V,reference} - 30 \log (D/25)$$

Where:

$L_{V,distance}$  = the RMS velocity level adjusted for distance (VdB),

$L_{V,reference}$  = the source reference vibration level at 25 feet (VdB), and

D = distance from the equipment to the receiver (feet)

Using this equation, the groundborne vibration level at 25 feet from construction associated with the Proposed Project would be 112 VdB. This level is within the threshold for structural damage and exceeds the annoyance threshold of 70 VdB for residential uses (FTA 2018).

Mitigation Measure Cultural-1b from the 1999 Final SEIS/EIR would be implemented for pile driving near the residences on Shoreline Drive, Pike Drive, and Trout Way, even though they are not historic buildings. A licensed engineer will be present onsite to monitor for perceptible levels of vibration in the buildings whenever pile driving occurs (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). Additional mitigation measures may be required to further reduce vibration impacts. Potential additional mitigation measures including preconstruction surveys would be conducted on the foundations of nearby sensitive receptors to determine baseline standards and identify pre-existing fractures. A postconstruction survey would be used to determine any potential impacts as a result of the Proposed Project. Additionally, a soil assessment could be conducted to determine the potential for propagating vibration in the area. Once constructed, the Proposed Project would not generate additional groundborne vibrations.

Although, the Proposed Project would generate a substantial temporary increase in groundborne vibration or groundborne noise levels in the Proposed Project area in excess of applicable standards of other agencies, with implementation of mitigation measures, impacts due to groundborne vibrations would be less than significant.

- 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?***

There are no private airstrips or public airports within 2 miles of the Proposed Project area. The nearest public airport to the Proposed Project area is the Napa County Airport, approximately 7 miles south of the Proposed Project area. Therefore, the Proposed Project would not expose people residing or working in the area of an airport to excessive noise levels. As a result, no impact would occur, and no mitigation is required.

## Population and Housing

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The Proposed Project area is in the city of Napa in Napa County. The city of Napa has a total population of 79,246, and Napa County has a total population of 138,319 (US Census Bureau 2022a). The Proposed Project area is within Napa County's census tract 2005.03/2005.05 block group 2/2 (CT 114 BG 3). This block group has a total population of 2,729 (US Census Bureau 2022a). Napa County has a total of 55,448 housing units, 49,738 of which are occupied (US Census Bureau 2022b). The city of Napa has a total of 31,071 housing units, 29,356 of which are occupied. Census tract 2005.03 BG 2 has a total of 234 housing units, 212 of which are occupied. Census tract 2005.05 BG 2 has a total of 425 housing units, 403 of which are occupied (US Census Bureau 2022b).

## Impact Analysis

**a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?**

The Proposed Project would not create any new homes or businesses or expand existing roads or other infrastructure that could induce substantial unplanned population growth either directly or indirectly. Construction activities, and associated jobs, would be short term, would be temporary, and would not induce growth due to a need for worker housing. The District and USACE anticipate that construction workers would commute to and from the Proposed Project area from nearby cities. The Proposed Project would meet the long-term objectives of USACE, the City of Napa, Napa County, and the District to provide increased flood protection along the Napa River. Therefore, no impact would occur, and no mitigation is required.

***b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

As a result of project construction, property would be acquired in the RiverPointe property and up to 16 tiny vacation rental homes in the RiverPointe property would be removed. These homes are not permanent residences. They are moved out of the floodway during the winter typically due to the risk of flooding at this site. Burrows Court in the RiverPointe property may be realigned to accommodate the floodwalls, and some tiny vacation rental homes could be reinstalled depending on the remaining space available. The Proposed Project could require other minor acquisitions of property for flood easements in the Proposed Project area. All property acquisitions will abide by applicable federal and state laws. Therefore, the Proposed Project would not displace existing people or permanent housing that would require constructing replacement housing. No impact would occur, and no mitigation is required.

## Public Services

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i. Fire Protection?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police Protection?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The Proposed Project area is served by the City of Napa Police and Fire Departments (Napa County 2016). California Highway Patrol also provides law enforcement on public roads in the area. There are no schools, parks, or public facilities in the Proposed Project area. The closest school is approximately 0.5 mile west of the Proposed Project area. The closest public recreational facility (Lake Park) is approximately 0.4 mile west of the Proposed Project area.

## Impact Analysis

**a-i) *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?***

No new government buildings or facilities would be created as a result of the Proposed Project. Construction of the Proposed Project would be short term. Therefore, there is no need for increased fire protection. Proposed Project construction-related truck trips would not close roads; therefore, no detour routes are needed to manage traffic in the event of a fire. Additionally, the district and USACE anticipate that roads used to access construction sites would be wide enough to accommodate construction trucks or emergency response vehicles. All vehicle parking, equipment, and materials would be located and stockpiled at designated staging areas and would not block any access roads.

After construction, fire response times would remain consistent with current response times. Therefore, fire protection response times would not be affected. The Proposed Project would not induce population growth that would require additional fire protection services to maintain the current service ratios (Napa County Flood Control and Water Conservation District and US Army Corps of Engineers 1999). No government facilities would be altered or required as a result of the Proposed Project. Therefore, the impact on fire protection would be less than significant, and no mitigation is required.

***a-ii) 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: Police Protection?***

No new buildings or facilities would be created as a result of the Proposed Project; therefore, there is no need for increased police protection. Project work would be short term, and emergency response routes would be maintained during construction of the Proposed Project. Full road closures and detours would not be required for the Proposed Project. After construction, police response times would remain consistent with current response times. Additionally, all vehicle parking, equipment, and materials would be located and stockpiled at designated staging areas and would not block any access roads. The Proposed Project would not induce population growth that would require additional police protection services to maintain the current service ratios. Therefore, no impact to police protection would occur, and no mitigation is required.

***a-iii) 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: Schools?***

There are no schools in the Proposed Project area. Therefore, the Proposed Project would not result in substantial adverse physical impacts on schools. Furthermore, no new housing would be created as a result of the Proposed Project, so no additional school capacity would be required. Therefore, no impact to schools would occur, and no mitigation is required.

***a-iv) 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: Parks?***

There are no parks in the Proposed Project area and no parks in adjacent communities would be affected by the Proposed Project. The Proposed Project would also not generate an increase in population that would affect parks. The Napa River Trail runs through the Proposed Project area and would be temporarily disturbed and closed during construction. Potential impacts to the trail are discussed further in the Recreation section. Therefore, the Proposed Project would not result in substantial adverse physical impacts on parks. No impact would occur, and no mitigation is required.

***a-v) 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: Other public facilities?***

There are no public facilities in the Proposed Project area. Additionally, the Proposed Project would not construct housing or create general increases in population or service requirements. Therefore, the Proposed Project would not result in substantial adverse physical impacts on public facilities. No impact would occur, and no mitigation is required.

## Recreation

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

The Napa River Trail is a multi-use recreational trail that runs along the west bank of the Napa River. In addition to the paved Napa River Trail, unimproved dirt trails also allow access along the Napa River. These trails are used by walkers and bikers, and as access for fishing and boating in the Napa River.

## Impact Analysis

**a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

During construction of the Proposed Project, a segment of the Napa River Trail and unimproved recreational trail in the Proposed Project area would be closed to public use because project construction would require the trail to be removed to allow the floodwalls to be built. A trail detour would be established, and signs would be provided to state the location and duration of the detour. After the floodwalls are constructed, the trail would be rebuilt in its same general location and would be in newer condition than it currently is. Additionally, a new segment of trail would be constructed and paved between the River Terrace Inn and Wall Street. Therefore, the Proposed Project would not increase the use of existing neighborhood and regional recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur, and no mitigation is required.

**b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

As stated above, the Napa River Trail and unimproved recreational trail in the Proposed Project area would need to be closed and a detour would be provided during construction of the floodwalls. The

trail would be rebuilt in its same general location after construction, and a new segment of the trail would be constructed and paved. Reconstructing the trail is part of the Proposed Project. Therefore, any impacts related to reconstructing the trail in the Proposed Project area are already considered as part of this Draft Initial Study. After construction, the trail would be in newer condition than it currently is. Therefore, the Proposed Project would have no adverse physical effect on the environment due to the construction of recreational facilities. Impacts would be less than significant, and no mitigation is required.

## Transportation

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

Major roads in the Proposed Project area and vicinity include First Street, Lincoln Avenue, the Silverado Trail, and Soscol Avenue.

- First Street is a two-lane arterial street, with one lane in each direction east of Main Street and two lanes westbound between Main Street and California Boulevard. Between Jefferson Street and Soscol Avenue the posted speed limit is 25 mph.
- Lincoln Avenue is a four-lane arterial street with a posted speed limit of 35 mph. There are two lanes in each direction. The Lincoln Avenue bridge traverses the Napa River and is a continuous reinforced concrete T girder bridge on big pier walls and a 40-degree skew. The bridge carries two traffic lanes, a bicycle lane, and a sidewalk in each direction.
- Silverado Trail (State Route 121) bounds the Proposed Project area to the east. State Route 121 is a two-lane arterial street that runs between the cities of Napa and Calistoga. It has one lane in each direction, and the posted speed limit is 35 mph.
- Soscol Avenue is a four-lane arterial street with a posted speed limit of 40 miles per hour (mph). There are two lanes each direction, and raised median islands separate northbound and southbound traffic between First and Third Streets. There are striped bike lanes in both directions on Soscol Avenue.

Bicycle traffic in the Proposed Project area primarily uses the travel lane along with vehicle traffic. However, there are marked bike lanes on Soscol Avenue throughout the Proposed Project area and on Third Street between Soscol Avenue and Silverado Trail. Pedestrian facilities in the Proposed

Project area consist predominantly of sidewalks on both sides of the street. The Napa River Trail along the west bank of the Napa River is a pedestrian and bicycle route.

In the Proposed Project area, the City of Napa maintains several public parking lots as well as some areas where parking is allowed on-street.

## Impact Analysis

### **a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

The Proposed Project would not result in permanent or long-term increases in traffic that would alter the performance of the existing circulation system. However, the Proposed Project could have temporary, short-term impacts on transportation and circulation in the Proposed Project area and surrounding area during construction. Haul and dump trucks and highway haul trucks would be used to transport materials to and from the construction site. The public would be notified before any short-term road closures during construction. An existing trail would be excavated to construct the floodwalls south of Lincoln Avenue, and work would occur along the existing trail over the duration of the construction period. Trail detours would be provided; however, access to the trail would remain open at various locations during construction depending on the sequence of construction. Once the Proposed Project is complete, the trail would be repaved and would be in better condition than before. Impacts on traffic would be minimal because the construction-related traffic would be temporary, would be spread over the duration of the construction schedule, and would not result in any long-term increases in traffic that could reduce the performance of the existing circulation system. Therefore, the Proposed Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicyclist and pedestrian facilities. As a result, this impact would be less than significant, and no mitigation is required.

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

During construction, the Proposed Project would increase the number of vehicle-miles traveled (VMT) due to worker commute trips and haul truck trips. The District and USACE anticipate that construction workers and haul trucks would travel from the local area or from the greater Napa County area. Although the construction traffic a slightly increase in VMT, the increase would be temporary and short term and all worker commute and haul truck trips would stop once construction is complete.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research (OPR) in December 2018 (OPR 2018) provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for projects. OPR defines screening thresholds for small projects but does not define screening thresholds for construction projects. The screening threshold for small projects is defined as follows: "Absent substantial evidence indicating that a project would generate a potentially significant level of vehicle-miles traveled, or inconsistency with a Sustainable Communities Strategy or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact" (OPR 2018).

The Proposed Project is considered a small project given the duration and understanding of the construction work. The District and USACE do not anticipate that the Proposed Project would generate more than 110 daily round trips. Thus, the number of trips with the Proposed Project would be less than OPR's screening threshold. Therefore, the Proposed Project would not conflict with or

be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). As a result, the Proposed Project would have a less-than-significant impact, and no mitigation is required.

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

Constructing the floodwalls could diminish or alter sight lines for cars and bicycles along Lincoln Avenue near the Ace & Vine Cardroom and Restaurant and the Napa River Pet Hospital, creating potentially hazardous conditions. However, the Proposed Project design of the floodwall in these locations would allow the floodwall to be set back, and ample space would be provided in the shoulder right-of-way to accommodate vehicles and bikes that are making turning movements into or out of these properties. Signs would also be provided along Lincoln Avenue to notify travelers of the entry points into these properties. Therefore, impacts from substantially increasing hazards due to a geometric design feature or incompatible use would be less than significant, and no mitigation is required.

**d) *Result in inadequate emergency access?***

The Proposed Project area is in evacuation zones NAP-EO32 and NAP-EO26 (Napa County 2023a). Where possible, a 50-foot-wide construction corridor would be used for access and staging for construction work. The floodwall would be constructed in several-hundred-foot-long segments at a time as it progresses along the alignment. Construction activities would be coordinated with the local law enforcement and emergency service providers before the start of construction and would not impede emergency access routes. Long-term operation of the Proposed Project would not change access routes to or within the Proposed Project area or result in inadequate emergency access because gates in the floodwall would be included in the project design and construction. Therefore, the Proposed Project would have a less-than-significant impact, and no mitigation is required.

## Tribal Cultural Resources

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
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***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, and that is:***

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	NA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	NA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Environmental Setting

According to the 1999 Final SEIS/EIR, two tribes participated in previous consultation for the Proposed Project: the Suscol Intertribal Council and the Mishewal-Wappo Tribe (Napa Flood Control and Water Conservation District and US Army Corps of Engineers 1999). In accordance with AB 52, tribes in the area would be contacted regarding the Proposed Project. Interested tribes would then participate in consultation with the District to determine whether tribal cultural resources (TCRs) are present in the Proposed Project area and whether they would be affected. USACE will also comply with Section 106 of the National Historic Preservation Act and will participate in tribal consultation during that compliance.

## Impact Analysis

- a) ***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, and that is: listed or eligible for listing in the California Register of Historical***

***Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

As of the publication of this Draft Initial Study, it is not known whether TCRs are present in the Proposed Project area and whether they would be significantly impacted by the Proposed Project. AB 52 consultation with interested tribes will take place while the Proposed Project is developed and before the Proposed Project is constructed. The District and USACE anticipate that the Proposed Project would impact archaeological resources at CA-NAP-261 (River Glen site), which is eligible for listing in both the National Register of Historic Places and the California Register of Historical Resources. Pile driving to construct the sheet pile floodwall would be hammered through this known site. Although it is not known at this time whether CA-NAP-261 is a TCR or contains TCRs, based on historic documentation it is reasonable to assume that the tribal community will identify this site as a TCR. If CA-NAP-261 is deemed a TCR by the tribal community and the District and USACE determine that the site would be impacted by the Proposed Project, then measures would need to be implemented to minimize or reduce project effects. Mitigation Measure Cultural-7 from the 1999 Final SEIS/EIR would be implemented, and data extraction would be required before construction according to the Programmatic Agreement established for the Proposed Project (Napa Flood Control and Water Conservation District and US Army Corps of Engineers 1999).

Even if the aforementioned mitigation measures are implemented, the anticipated project impacts to TCRs in the Proposed Project area would remain significant since the known and eligible site would be adversely impacted. Consultation with the tribal community will determine whether any additional measures can be taken to further offset project effects. In addition, unknown TCRs could be encountered during project construction. Additional mitigation measures would be necessary and would need to be implemented if unknown TCRs are discovered during construction. Therefore, at this time, the District and USACE assume that the Proposed Project would have a substantial adverse change in the significance of a TCR that is eligible for listing in the California Register of Historical Resources or in a local register of historical resources, and impacts would remain significant after mitigation measures are implemented.

***b) 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, and that is: a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

As described above, although TCRs have not been formally identified in the Proposed Project area, the CA-NAP-261 site is likely to be considered a significant TCR by the tribal community. This site would be severely impacted during construction of the Proposed Project, and mitigation measures would need to be implemented. However, despite implementation of mitigation measures, the anticipated project impacts to identified TCRs and unidentified TCRs in the Proposed Project area would remain significant since the District and USACE presume at this time that project construction would adversely impact them. Therefore, the Proposed Project would cause a substantial adverse change in the significance of a TCR that is considered a significant resource to a California Native American tribe, and impacts would remain significant after mitigation measures are implemented.

## Utilities and Service Systems

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b>Would the project:</b>					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

PG&E is the main electrical provider in Napa County. Napa County has a solid waste landfill approximately 7.7 miles from the Proposed Project area. This landfill also provides electronic waste disposal and recycling services. Hazardous waste disposal is provided by Napa-Vallejo Household Hazardous Waste Collection Facility, a separate facility approximately 4.7 miles from the Proposed Project area.

The City of Napa uses a community wastewater system that is managed by the Napa Sanitation District (NapaSan). The wastewater treatment facility is south of the Proposed Project area along the Napa River. There are four ponds linked together by gate valves, with a total area of 342 acres and a capacity of about 665 million gallons (NapaSan 2023).

On the northern portion of the Proposed Project alignment along Trout Lane an existing 72-inch-diameter storm drain outfall and a 36-inch-diameter steel waterline cross beneath the Napa River Trail. The two would intersect in the Proposed Project construction area.

## Impact Analysis

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

Utilities, including a 36-inch-diameter water line running through the Proposed Project area, would need to be relocated in order to construct the Proposed Project. The affected portion of the water line would be partially excavated, removed, partially filled, capped in place, and replaced in kind in the same vicinity in coordination with construction of the floodwall. Relocating the water line would further disturb the known CA-NAP-261 site. Although TCRs are still being identified in the Proposed Project area through coordination with the local tribes, the known site is likely to be considered significant by the tribal community as a TCR. Significant disturbance to a cultural resource or a TCR would be a significant environmental effect; this effect is discussed further in the Cultural Resources and Tribal Cultural Resources sections and therefore is not accounted for again in this section.

Mitigation Measure Cultural-7 from the 1999 Final SEIS/EIR would be implemented, and data extraction would be completed before construction. No other utility relocations or impacts are anticipated, and no additional environmental effects would occur. Therefore, although the Proposed Project would cause a potentially significant environmental impact from the relocation of a water line, other utility related impacts are not anticipated. Impacts would be less than significant, and no mitigation is required.

**b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

The Proposed Project would not need a water supply in order to operate over the long term. If water for construction activities is not available on site, it would be trucked to the site, and any use of water during construction would be temporary. Therefore, the Proposed Project would not be impacted by available water supplies during future normal, dry, or multiple dry years, and no mitigation is required.

**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?***

The District and USACE anticipate that the Proposed Project would generate a small amount of wastewater during construction. However, all wastewater generated during construction would be hauled off site and disposed of at an approved facility that is permitted to receive wastewater. Additionally, the Proposed Project would not add any new businesses or residences that would increase wastewater volumes, so there would be no change in the capacity needs of a wastewater provider. Wastewater would not be generated once construction is complete. Therefore, there would be no impact, and no mitigation is required.

**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?***

The Proposed Project would generate a minor amount of solid waste during construction that would require disposal. However, solid waste generated during construction would be limited and would not impair solid waste reduction goals for the region or state. Any hazardous soil encountered by the Proposed Project would be disposed of off site at an approved facility with adequate capacity. The Proposed Project would comply with both state and local solid waste standards during construction and operation. Additionally, long-term project operations would not generate solid waste. Therefore, the Proposed Project would have a less-than-significant impact on the generation of solid waste in excess of state or local standards or infrastructure capacity, and no mitigation is required.

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

The Proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Construction-generated solid waste would be limited and temporary and would be transported to an approved landfill facility with adequate capacity. Any hazardous construction waste generated would be handled and transported according to state and local regulations; thus, no on-site waste discharge permit would be required for the Proposed Project. Therefore, the Proposed Project would have no impact on compliance with solid waste regulations, and no mitigation is required.

## Wildfire

Environmental Issue Area:	1999 Final SEIS/EIR Impact Conclusion	Potentially Significant Impact after Mitigation	Potentially Significant Unless Mitigation Incorporated	Less-than-Significant Impact	No Impact
<b><i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i></b>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Setting

The Proposed Project is in a Local Responsibility Area (LRA) and is not in a very high fire hazard severity zone (CAL FIRE 2022). An LRA is an area where local agencies rather than the State are responsible for fire suppression. The Proposed Project is also in an area that is considered low in landslide susceptibility due to the predominantly flat topography. In 2016, Napa County partnered with CAL FIRE to develop the Napa County Fire’s Strategic Plan. The Plan focuses on fire prevention, natural resource management, and fire-suppression efforts including the following strategic initiatives:

1. Develop a Comprehensive Succession Management and Professional Development Workforce Plan.
2. Develop and maintain a Standards of Cover Document.
3. Identify, evaluate, and implement best industry practices.
4. Develop a comprehensive Marketing and Communications Plan.

5. Refine, embrace, and be the values of the Napa County Fire Department (NCFD).
6. Develop a Fixed Assets, Apparatus, Equipment, and Capital Improvement Plan.
7. Develop a comprehensive strategic approach to technology.
8. Develop and implement an effective communication process and system.
9. Maintain an up-to-date Emergency Operations Plan (EOP) consistent with County Office Emergency Services (OES), Cal OES, and FEMA guidelines.
10. Develop, implement, and maintain an Emergency Communications Center/Dispatch (ECC) Plan.

## Impact Analysis

### ***a) Substantially impair an adopted emergency response plan or emergency evacuation plan?***

The Proposed Project is in an LRA (CAL FIRE 2022). Although wildfire risk is not high in the Proposed Project area, if an evacuation were to occur, emergency evacuation routes and response plans would not be impaired by construction because traffic detours would not be required. Additionally, the construction contractor would implement fire-protection measures on site to reduce the risk of fire hazards. Therefore, the Proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and no mitigation is required.

### ***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?***

The Proposed Project is not in an area with steep slopes. Constructing and operating the Proposed Project would not change wind conditions or available fuels in the Napa Valley. Constructing the Proposed Project would involve using motorized vehicles and equipment, and it has been documented that equipment use is one of the top causes of fire in California (CAL FIRE 2019). However, the construction contractor would implement fire-protection measures on site to reduce the risk of fire hazards. Therefore, impacts from the Proposed Project related to exacerbation of wildfire risks or the exposure of occupants to increased pollutant concentrations of uncontrolled wildfire would be less than significant, and no mitigation is required.

### ***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?***

There are power lines in the Proposed Project area, and underground utilities would need to be relocated to construct the Proposed Project. However, the contractor would implement fire-protection measures on site to reduce the risk of fire hazards. Furthermore, the long-term impact of utility relocations as part of the Proposed Project would not be significant because PG&E conducts routine maintenance, such as vegetation thinning and trimming under and near power lines, to reduce the risk of fire near its existing facilities. Therefore, although the Proposed Project would require the installation or maintenance of associated infrastructure that could exacerbate fire risk or that might result in temporary or ongoing impacts to the environment, the impact would be less than significant, and no mitigation is required.

***d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

The Proposed Project is in an LRA (CAL FIRE 2022). The Proposed Project is not in an area with steep slopes. The proposed floodwall improvements would provide better flood protection for the surrounding areas. The construction contractor would implement fire-protection measures on site to reduce the risk of fire hazards. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and no mitigation is required.

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