

## 4 CUMULATIVE IMPACTS

This DEIR provides an analysis of overall cumulative impacts of the proposed County Jail Project, taken together with other past, present, and probable (i.e., reasonably foreseeable) future projects producing related impacts, as required by the State CEQA Guidelines (14 California Code of Regulations Section 15130). The goal of this analysis is twofold: first, to determine whether the impacts of all such projects would be cumulatively significant; and, second, to determine whether the proposed County Jail Project would itself cause a “cumulatively considerable” (and thus significant) incremental contribution to any such cumulatively significant impacts.

### 4.1 CEQA REQUIREMENTS

Section 15130 of the State CEQA Guidelines requires that an EIR discuss cumulative impacts of a project and determines whether the project’s incremental effect is “cumulatively considerable.” The definition of cumulatively considerable is provided in Section 15065(a)(3):

“Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

According to Section 15130(b) of the State CEQA Guidelines,

[t]he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

### 4.2 GEOGRAPHIC SCOPE OF THE CUMULATIVE ANALYSIS AND RELATED PLANS AND PROJECTS

State CEQA Guidelines Section 15130(b)(1) identifies two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects (projects) and the use of projections contained in relevant planning documents (projections). For this DEIR, both the projects and the projections approach have been combined to generate the most reliable future projections possible.

#### 4.2.1 GEOGRAPHIC CONTEXT

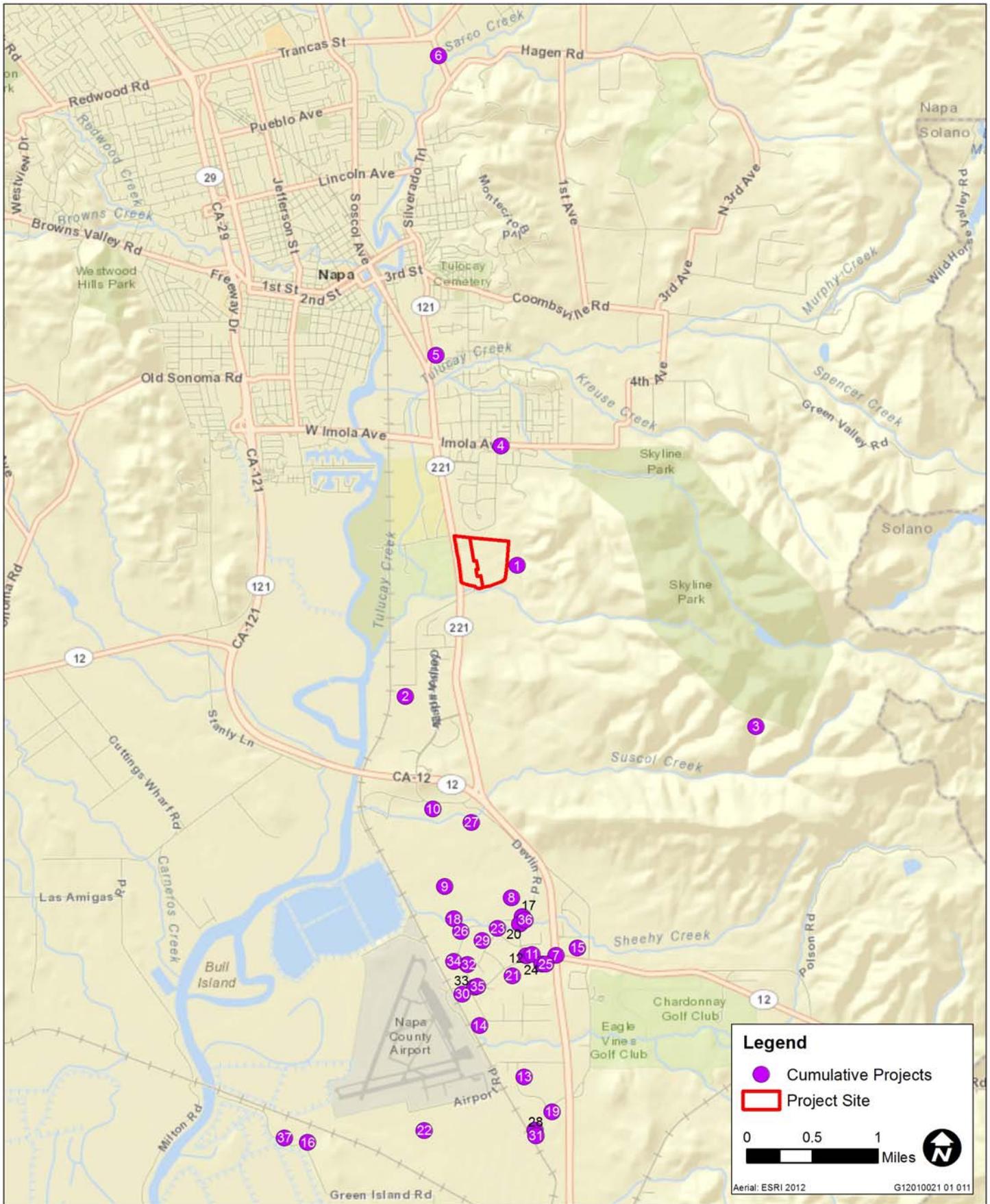
The geographic area that could be affected by implementation of the proposed County Jail Project in combination with other projects varies depending on the type of environmental resource being considered. The general geographic area associated with different types of environmental effects of the project defines the scope of the area considered in the cumulative impact analysis (see Table 4-1). Also listed is the method of evaluation used to analyze cumulative impacts for each environmental resource (described further in the introduction to Section 4.2).

<b>Resource Issue</b>	<b>Geographic Area</b>	<b>Method of Evaluation</b>
Aesthetics	Immediate project vicinity	Projects
Air Quality	Local (toxic air contaminants and odors) Air Basin (construction-related and mobile sources)	Projects and Projections
Greenhouse Gas Emissions	Global	Projections
Hazards and Hazardous Materials	Project site only (does not contribute to cumulative impacts)	Projects
Hydrology and Water Quality	Immediate project vicinity and Napa River watershed	Projects
Land Use	Immediate project vicinity	Projects
Noise	Immediate project vicinity (effects are highly localized)	Projects
Transportation and Traffic	Regional and local	Projects and Projections
Utilities and Service Systems	Regional	Projects and Projections
Notes: Projects = the use of a list of past, present, and probable future projects; Projections = the use of projections contained in relevant planning documents		
Source: Data compiled by Ascent Environmental in 2013		

For those environmental resources that were evaluated based on the projections approach, the projections take into consideration future projects that are not included in the below list of related plans and projects.

## 4.2.2 LIST OF RELATED PLANS AND PROJECTS

The list of past, present, and probable future projects used for this cumulative analysis is restricted to those projects that have occurred or are planned to occur within the County. For the purposes of this discussion, these projects that may have a cumulative effect on the resources of the project area will often be referred to as the “related projects.” These related projects are identified in Exhibit 4-1 and described in Tables 4-2 and 4-3; the map numbering corresponds to the numbers in Tables 4-2 and 4-3.



Source: Data provided by Napa County in 2013, adapted by Ascent Environmental in 2013

**Exhibit 4-1**

**Locations of Related Projects within Napa County**



Table 4-2 List of Related Projects			
Map Number	Lead Agency	Project Name	Project Description
1	Napa County	Syar Napa Quarry Surface Mining Permit P08-00337	This project includes continuation of the existing mining operations for an additional 35 years on property immediately adjacent to the project site; expansion of mining into approximately 291 acres and an increase in the depth of mining from 150 feet elevation to 0 feet elevation (above mean sea level); an increase in production of aggregate and aggregate related materials from approximately one million tons per year up to two million tons per year; and an amendment of the existing Reclamation Plan. Other activities and features associated with the proposed project include the relocation and improvement of two trails in Skyline Wilderness Park (which were originally constructed on Syar property) onto the Skyline Wilderness Park property.
2	Napa County	Napa Pipe Project	This project consists of a mixed-use residential neighborhood with 700–945 dwelling units, open space, neighborhood serving retail and restaurants, offices, and a hotel on 63 acres adjacent to the Napa River. The project also includes a Costco store, open spaces, and warehouse/industrial uses on 91 acres adjacent to the City’s existing business park.
3	Napa County	Suscol Mountain Vineyards Erosion Control Plan Application (P09-00176-ECPA)	The Suscol Mountain Vineyards Project is approximately 451 acres (395 net acres) of new vineyard within a 2,123-acre property. This includes vegetation removal and earthmoving and grading activities associated with soil cultivation, installation and maintenance of drainage and erosion control features, and vineyard planting.
4	Napa County and Napa Sanitation District	Milliken-Sarco-Tulocay (MST) Recycled Water Pipeline Project	The project will extend Napa Sanitation District’s recycled water pipeline from the wastewater treatment plant (WWTP) to Napa State Hospital (NSH) and further into the MST area to provide up to 2,000 acre-feet per year for landscaping and irrigation purposes.
5	City of Napa	Alexander Crossing Apartment Project	The project includes the development of 134 multi-family units (in 11 residential buildings) and a 4,800 square-foot community clubhouse on 6.39 acres.
6	Caltrans District #4	Sarco Creek Bridge Replacement Project	Caltrans proposes to remove the existing 35.5-foot wide, 31-foot long, two-span Sarco Creek Bridge (Bridge # 21-0008) and replace it with a 46-foot long, 44-foot wide, two-lane, single-span bridge. The bridge replacement would be completed as part of a bridge rehabilitation project that includes roadway widening, embankment work, and construction of a fish passage downstream of the bridge. This widening would not increase roadway capacity.
7	Caltrans District #4	State Route 12 / Jameson Canyon Road Widening	Caltrans is working with the Napa County Transportation and Planning Agency and the Solano Transportation Authority to widen a 5.8-mile stretch of State Route 12 through Jameson Canyon Road from a two-lane highway to a four-lane highway. The project extends from Highway Route 12 from the Highway 29 and Highway 12 junction in Napa County to Red Top Road & Highway 12 in Solano County. The project will also add a concrete median along the project route.
Source: Data provided by Napa County in 2013			

Table 4-3 includes a list of related projects that are located in the industrial area southwest of the project site. The list includes approved, pending, and completed (since 2012) projects.

Table 4-3 Airport Industrial Area Projects			
Map Number	Applicant	Project Name	Project Description
<b>Recent Projects – Approved / Under Construction</b>			
8	Marsha Ramsey HCV Napa Assoc 222 Kearny St, Suite 310 S.F., CA 94108	Montalcino at Napa Resort Hotel	408,184 sq. ft. of floor area 379 rooms & suites
9	Same as above	Montalcino at Napa Golf Course	18-hole golf course Driving range
10	Mike Fennel P.O. Box 3274 Napa, CA 94558	Suscol Creek Winery	Modify previous approval to increase production from 200,000 gallons per year (gpy) to 600,00 gpy; increase floor area of previously approved building from 61,281 sq. ft. to 66,338 sq. ft.; construct 7,500 sq. ft. of new floor area in a detached building; and increase employees from 21 to 35
11	William Maston Architect & Assc 384 Castro Street Mtn. View, CA 94041	Napa Gateway Plaza Phase 2	66,473 sq. ft. hotel with 100 rooms, conference/meeting rooms, and other amenities; 56,048 sq. ft. of retail; 10,348 sq. ft. of restaurant; and 41,182 sq. ft. of office floor area
12	William Maston Architect & Assc 384 Castro Street Mtn. View, CA 94041	Napa Gateway Plaza Phase 1	16,216 sq. ft. bank/office; 4,664 sq. ft. gasoline station/ convenience mart/fast food restaurant
13	Rick McClish 5510 Skyline Blvd Suite 201 Santa Rosa, CA 95403	Rinker Batch Plant	Small concrete batch plant; 250 sq. ft. office
14	James Lunt Foster's/Beringer Blass Wine Estate 655 Airpark Rd Napa, CA 94558	Napa Bottling Center	Phase 1 - convert 150,000 sq. ft. warehouse into a bottling bldg. with a 12,190 sq. ft. office & a 6,100 sq. ft. addition. Phase 2 - 21,197 sq. ft. processing & warehousing addition. Phase 3 - 57,635 sq. ft warehouse addition.
15	Napa Valley Crossroads PG, LLC 8413 Jackson Rd, #C Sacramento CA 95826	Napa Valley Crossroads	Construct two warehouse/distribution bldgs. (146,113 & 163,537 sq. ft.)
16	Phil Ziedman Matterhorn P.O. Box 5754 Santa Rosa, CA 95402	Ziedman	Establish concrete block mfg facility (5,300 sq. ft.)
17	Zapolski/Rudd, LLC c/o John Bowman P.O. Box 670 Napa, CA 94559	Zapolski Rudd Winery	Construct 34,510 sq. ft. for a 120,000 gal/yr winery

<b>Table 4-3 Airport Industrial Area Projects</b>			
<b>Map Number</b>	<b>Applicant</b>	<b>Project Name</b>	<b>Project Description</b>
18	Gateway Winery LLC c/o Kevin Teague DP&F 809 Coombs St Napa, CA 94559	Gateway Winery	Construct 261,000 sq. ft. (3 bldgs) for a 600,000 gal/yr winery/distillery; Approx 65 employees (2–3 shifts)
19	Panattoni Justin Bennett 8775 Folsom Blvd., Suite #200 Sacramento, CA 95826	Napa Airport Corporate Center	Construct 170,949 sq. ft. of light industrial floor area (4 bldgs)
20	Busby Enterprises 455 Technology Wy Napa, CA 94558	Busby Industrial Condo's	Construct a 27,677 sq. ft. spec industrial building. Parcel Map to split into 10 industrial condo units.
21	Napa Gateway Partners 2841 Sunrise Blvd., Suite200 Gold River, CA 95670	Greenwood Commerce Center	Modify previous approval to construct 371,467 sq. ft. of office/light industrial floor area (3 buildings)
22	Headwaters Construction, Inc. c/o Douglas Pope 50 Fullerton Ct #203 Sacrament, CA 95825	Headwaters 218	Construct a 645,000 sq. ft. spec. warehouse/distribution bldg.
23	Satish & Surekha Chohan 4650-A East 2nd St Benicia, CA 94510	Turnkey Technologies	Construct a 40,000 sq. ft. light industrial/office building.
24	Napa 34 Holdings c/o Brian Kaufman 2617 Castro St. Sacramento, CA 95818	Greenwood Commerce Center	Construct 5 office buildings totaling 113,136 sq. ft. and 3 warehouse buildings totaling 385,335 sq. ft.
25	Napa 34 Holdings c/o Kris Pigman 2481 Sunrise Blvd Gold River, CA 95670	Napa Commerce Center – Gasoline Station	Specific Plan Amendment, Modification & parcel map to replace 15,000 sq. ft. of office with gasoline station, convenience mart & carwash
26	David Busby 455 Technology Way Napa, CA 94558	Busby Winery	Construct a 18,162 sq. ft. building for a 50,000 gal/yr winery
27	Mary Rocca 129 Devlin Rd Napa, CA 94558	Rocca Family Winery	Construct 7,110 sq. ft. building for a 20,000 gal/yr winery; construct 2,660 sq. ft. of covered outdoor work area; and convert existing 2,000 sq. ft. residence to winery use
28	William Saks 1010 Main Street St. Helena, CA 94574	Napa Executive Management (Saks Office Building)	Construct a 67,839 sq. ft. 3-story office building.
29	Mr. Alan Sullivan Safe Harbor, LLC 110 Rancheria Road Kentfield, Ca 94904	Safe Harbor 2	61,879 sq. ft. wine storage building

Table 4-3 Airport Industrial Area Projects			
Map Number	Applicant	Project Name	Project Description
<b>Recent Projects – Pending</b>			
30	Rombauer Trust Inv, LLC, et. al c/o Meibeyer Law Group 1236 Spring St. St. Helena, CA 94574	Rombauer Vineyards	Construct a 130,000 sq. ft. facility for a 1,000,000 gal/yr winery
31	Panattoni Mike Kelley 8775 Folsom Blvd., Suite #200 Sacramento, Ca 95826	Napa Airport Corporate Center Phase 2	Construct a 279,385 sq. ft warehouse/distribution building.
32	Dennis Pauley 5400 Industrial Wy Benicia, CA 94510	E & P Properties Spec Warehouse	Construct a 103,410 sq. ft. warehouse
<b>Recent Projects – Completed</b>			
33	Dennis Pauley 5400 Industrial Wy Benicia, CA 94510	Metropolitan Van & Storage	Construct a 107,424 sq. ft. warehouse
34	Stewart Walkenhorst 1774 Industrial Wy Napa, CA 94558	Walkenhorst warehouse/Office Building	Construct a 37,695 sq. ft. warehouse/office building 132 parking spaces
35	Dennis Pauley 5400 Industrial Wy Benicia, CA 94510	Delicato Bottling Facility	33,526 sq. ft. interior tenant improvement with 2,503 sq. ft. of office within an existing 107,424 sq. ft. building.
36	Harvey Shein 6875 Enterprise Road Glen Ellen, CA 95442	Amorim Cork America	Construct a 48,133 sq. ft. building for a cork stopper company
37	Fahim Noorzay Ishaq Osman 1578 Green Island Rd American Canyon, CA 94503	Noorzay/Osman Auto Wrecking Yard	Establish an auto wrecking yard w/1140 sq. ft. office/storage bldg.
Source: Data provided by Napa County in 2013; adapted by Ascent Environmental in 2013			

The regional cumulative analysis area covers Napa County and includes an evaluation of the *Napa County General Plan*.

## 4.3 CUMULATIVE IMPACT ANALYSIS

For purposes of this EIR, the proposed County Jail Project would have a significant cumulative effect if:

- ▲ the cumulative effects of related projects (past, current, and probable future projects) are not significant and the incremental impact of implementing the proposed County Jail Project is substantial enough, when added to the cumulative effects of related projects, to result in a new cumulatively significant impact; or
- ▲ the cumulative effects of related projects (past, current, and probable future projects) are already significant and implementation of the proposed County Jail Project makes a considerable contribution to the effect.

The standards used herein to determine considerability are that either the impact must be substantial or must exceed an established threshold of significance.

### 4.3.1 AESTHETICS

Development of past and current projects, and future proposed projects continue to alter the visual environment in Napa County. In general, the visual resource impacts of the related projects are site-specific and would not necessarily combine with other projects that are not in the same viewshed to create a cumulative impact. Any related projects in close proximity to the project site would potentially result in cumulative impacts to visual resources in combination with the impacts of the project site development. The Syar Napa Quarry Surface Mining Permit project would be in close enough proximity to the project site that a cumulative effect could potentially occur in the same viewshed that includes the project site. However, the appearance of the quarry would not substantially change, and the construction of the proposed jail and ancillary facilities on the project site would not create significant visual impacts that would contribute to visual resource degradation in the viewshed. Therefore, cumulative viewshed impacts would be less than significant.

Cumulative effects of lighting are visible over a wide area, due to the potential for lighting from a number of projects to create skyglow. The project site and surrounding area has minimal night time lighting under existing conditions, and does not presently contribute to skyglow in the area. Cumulative sky glow impacts are, therefore, less than significant. As described in Impact 3.2-4, the project would introduce new lighting sources at the project site; however, these fixtures would comply with County lighting design requirements and would not create an adverse skyglow condition. Therefore, the project would not have a considerable contribution to sky glow such that a new significant cumulative sky glow impact would occur. This would be a **less-than-significant** cumulative impact.

### 4.3.2 AIR QUALITY

#### SHORT-TERM CONSTRUCTION-RELATED IMPACTS

The Bay Area Air Quality Management District (BAAQMD) acknowledges that the entire San Francisco Bay Area Air Basin (SFBAAB), including Napa County, is a nonattainment area for state and federal ambient air quality standards for ozone and PM<sub>2.5</sub>, and state ambient air quality standards for PM<sub>10</sub> due to the combined levels of emissions generated by sources throughout the SFBAAB (including, but not limited to, the projects listed in Tables 4-2 and 4-3). Construction-generated emissions of ozone precursors (ROG and NO<sub>x</sub>) from related projects could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations. In addition, because the County is currently designated as a nonattainment area for ozone, construction-generated emissions of ROG and NO<sub>x</sub> could contribute on a cumulative basis to pollutant concentrations that exceed the ambient air quality standards because of growth in the area.

Construction-related emissions of ROG and NO<sub>x</sub> from project implementation were determined to be less than significant because project-related construction emissions would not exceed the established mass emission thresholds, which are considered to represent the allowable incremental contribution of a development while still progressing toward overall attainment within the SFBAAB, the construction-related emissions of ROG and NO<sub>x</sub> would not have a considerable contribution to a significant cumulative related impact with respect to ozone (Impact 3.3-1). This would be a **less-than-significant** cumulative impact.

Construction-related emissions of PM<sub>10</sub> and, correspondingly, PM<sub>2.5</sub>, from project implementation were determined to be significant (Impact 3.3-1). Implementation of mitigation measures identified for Impact 3.3-1, which include watering graded areas, covering haul trucks, street sweeping, limited vehicle speeds, and

minimizing idling time, would reduce these potential impacts to a less-than-significant level. Assuming that all related projects also implement all feasible dust control measures (consistent with BAAQMD and County guidelines and regulations), construction emissions from related projects may be reduced to less-than-significant levels, although it is likely that larger projects would result in significant and unavoidable air quality impacts on their own. However, because project implementation would not exceed the established thresholds, which are considered to represent the allowable incremental contribution of a development while still progressing toward overall attainment within the SFBAAB, the project-related construction would not have a considerable contribution to a significant cumulative air quality impact with respect to PM<sub>10</sub> and PM<sub>2.5</sub>. This would be a **less-than-significant** cumulative impact.

## LONG-TERM OPERATION-RELATED IMPACTS

Because Napa County is currently designated as a nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, stationary-, area-, and mobile-source emissions could contribute on a cumulative basis to pollutant concentrations that exceed the ambient air quality standards because of growth in the area.

Long-term operation of the proposed project would result in regional emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from area, stationary, and mobile sources (Impact 3.3-2). However, long-term operation-related emissions generated by the project would not exceed BAAQMD's significance thresholds for ROG, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. Emissions from stationary sources would be regulated through BAAQMD's permitting process and implementation of best available control technologies (BACT) (all feasible measures to attain long-term air quality standards). Consequently, long-term operation of the proposed project would not contribute to an increase in regional emissions of ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> (the projected emissions inventory for the SFBAAB) of criteria pollutants that would conflict with the emissions budget used for regional air quality planning (i.e., BAAQMD's air quality attainment plans). This would be a **less-than-significant** cumulative impact.

Both BAAQMD and ARB have acknowledged that background levels of health risk are too high in their respective jurisdictions. TACs would be generated during project-related construction and operation activities; however, levels of TAC exposure would not exceed incremental increase thresholds regarding health risk exposure (Impact 3.3-3). These thresholds are considered to represent the allowable incremental level of health risk exposure without subjecting any nearby receptors to contribution of a development while still progressing toward overall risk reduction goals within both the SFBAAB and the state. This would be a **less-than-significant** cumulative impact.

### 4.3.3 GREENHOUSE GAS EMISSIONS

Cumulative greenhouse gas impacts are evaluated and presented in Section 3.4, "Greenhouse Gas Emissions."

### 4.3.4 HAZARDS AND HAZARDOUS MATERIALS

Hazardous materials impacts are site-specific rather than regional in nature. In addition, the storage, use, disposal, and transport of hazardous materials are extensively regulated by various federal, state, and local agencies. Therefore, cumulative hazardous materials impacts would be **less than significant** and are not addressed further.

## 4.3.5 HYDROLOGY AND WATER QUALITY

### WATER QUALITY

Overall water quality in the region has degraded over time as natural habitat has been converted to urban uses, and these uses have resulted in runoff of various pollutants into the Napa River (which is listed for nutrients, pathogens, and sedimentation/siltation on the Section 303[d] list of Impaired Water Bodies) and its tributaries. A variety of programs have been implemented with the goal of halting degradation of water quality and reversing this trend. Several state and federal agencies are involved in these programs, many of which come from the federal Clean Water Act. Nonetheless, a cumulative adverse water quality condition exists. Construction of the proposed project as well as construction of the related projects would result in surface disturbance through ground scraping, grading, trenching, and compaction associated with typical development activities. Existing vegetation would be removed thereby increasing the potential for erosion. Operational activities and proposed land uses (e.g., roadways, parking areas) would generate atmospheric pollution, tire-wear residues, petroleum products, and oil and grease which would be carried in stormwater runoff. These constituents could enter the storm drainage system and adversely affect water quality.

Napa County is a co-permittee on a municipal separate storm sewer system (MS4) National Pollutant Discharge Elimination System (NPDES) permit along with the cities of Napa, St. Helena, and Calistoga, and the town of Yountville. A Storm Water Pollution Prevention Plan (SWPPP) in support of the County's stormwater management program was completed in 2003, which outlines the County's approach to compliance with the requirements of the NPDES permit and addresses the program areas required under the MS4 permit.

Consistent with the County's SWPPP, project-specific SWPPPs that would include site-specific best management practices (BMPs) and any other necessary site-specific Waste Discharge Requirements or waivers under the Porter-Cologne Act would be prepared for each project to sufficiently reduce the potential surface water quality impacts during construction. In accordance with federal and state stormwater regulations, new construction and significant redevelopment must maintain pre-project hydrology and incorporate proper pollutant source controls, minimize pollutant exposure outdoors, and treat stormwater runoff through proper post-construction BMPs when source control or exposure protection are insufficient for reducing pollutant loads. Specifically, the County would be required to incorporate detention basins, post-construction BMPs, and low impact development stormwater management principles for operation of the proposed jail and ancillary facilities, which would provide some treatment of pollutants and would maintain the site's pre-project stormwater runoff. Therefore, project construction and operation and the construction and operation of related projects would reduce site-specific water quality impacts such that cumulatively adverse hydrology and water quality impacts would not occur and the project would not have a considerable contribution such that a new significant cumulative impact would occur. This would be a **less-than-significant** cumulative impact.

### STORMWATER CAPACITY

Development of the proposed jail and ancillary facilities in combination with development of the related projects would result in the addition of impervious surfaces, which could increase stormwater runoff. However, in accordance with federal and state stormwater regulations, new construction and significant redevelopment must maintain pre-project hydrology and incorporate proper pollutant source controls, minimize pollutant exposure outdoors, and treat stormwater runoff through proper post-construction BMPs when source control or exposure protection are insufficient for reducing pollutant loads. Therefore, before any construction-related ground disturbance, final drainage plans would be required to demonstrate that all runoff would be appropriately conveyed and not leave the project sites at rates exceeding pre-project runoff conditions. Therefore, the proposed project would not have a considerable contribution to cumulative stormwater drainage impacts such that a new cumulative impact would occur. This would be a **less-than-significant** cumulative impact.

### 4.3.6 LAND USE

No existing or reasonably foreseeable land use impacts were identified as a result of development of the project because it would not physically divide a community or conflict with any policies adopted for the purposes of avoiding environmental impacts. Therefore, it would not contribute to any cumulative land use impacts. Therefore, under cumulative land use conditions, the project would result in **no impact**.

### 4.3.7 NOISE

#### SHORT-TERM CONSTRUCTION-GENERATED NOISE

Cumulative impacts from construction-generated noise could result if other future planned construction activities were to take place in close proximity to the project and cumulatively combine with construction noise from the project. However, no other construction activity is planned to take place in close proximity to the proposed project. No significant cumulative impacts currently exist. Further, construction-related noise is typically a site specific impact that affects those in close proximity to the construction activities. Project-generated construction noise is exempt from the county noise standards. Therefore, because no other construction activities would cumulatively combine with the project and project generated construction noise is exempt from county noise standards the projects short-term construction-generated noise would not result in a substantial contribution such that a new significant cumulative noise impact would result. Therefore, under cumulative short-term noise conditions, the project would result in **no impact**.

#### LONG-TERM AMBIENT NOISE LEVELS

Cumulative noise levels could be affected by additional buildout of surrounding land uses and increases in vehicular traffic on affected roadways. Several new retail, commercial, industrial, and residential developments are planned for the City and County of Napa in the near future (e.g., Syar Napa Quarry Expansion and Surface Mining Permit, Alexander Crossing Apartments, Suscol Creek Winery). These projects could result in additional traffic-related noise on surrounding roadways and would contribute to cumulative noise impacts.

Future traffic noise levels were modeled based on Caltrans' traffic noise analysis protocol and the technical noise supplement and project-specific traffic data (Appendix D). As shown by the modeling, traffic noise levels would not result in a substantial increase in noise levels (i.e., less than 1 dB) on SR 221. A 3 dB increase would be an audible change. At less than 1dB, noise increases would not be noticeable. Further, the employee and visitor trips added to affected roadways would occur during typical business hours of the day when people are less likely to be disturbed by traffic noise. For these reasons, the project's contribution to this increase would not be considerable. Therefore, noise generated from project operation would not result in considerable contribution to a significant cumulative noise impact. Therefore, under cumulative long-term traffic noise conditions, the project would result in a **less-than-significant** cumulative impact.

The proposed project would result in additional noise sources from stationary equipment such as HVAC units, a PA system, and emergency electrical generators. The project site is an existing land use that is relatively remote and distant from offsite residential neighborhoods. The additional project-generated noise would not result in a substantial increase in ambient noise levels at any residence or to surrounding areas. Related projects would not cumulatively combine with stationary ambient noise levels at the project site because noise is typically site specific and dissipates with distance from the source. The future planned projects would not be located close enough to the project site for stationary noise to combine with project noise levels. Therefore, the project in combination with other projects would not result in a considerable contribution to a significant cumulative noise impact. Therefore, under cumulative long-term stationary noise conditions, the project would result in a **less-than-significant** cumulative impact.

### 4.3.8 TRANSPORTATION AND TRAFFIC

Cumulative traffic impacts are evaluated and presented in Section 3.9, “Transportation and Traffic.”

### 4.3.9 UTILITIES AND SERVICE SYSTEMS

#### WATER SUPPLY

Cumulative water supply impacts are evaluated and presented in Section 3.10, “Utilities and Service Systems.”

#### WASTEWATER COLLECTION, CONVEYANCE, AND TREATMENT

As described in Impact 3.10-2, the 66-inch main that would serve the project is currently at capacity and the NSD WWTP has limited remaining treatment capacity; thereby indicating an existing cumulative effect to the wastewater collection, conveyance, and treatment infrastructure that would serve the project. As a result, implementation of the proposed project would be unlikely unless the City agrees to annex the project site into its service area. However, implementation of Mitigation Measure 3.10-2 requires the County to coordinate with the City to fund projects that would reduce I/I at a rate of twice the anticipated wastewater flows. With this implementation, the project would result in a net decrease in the amount of wastewater flows in the system and would, therefore, not contribute to cumulative overcapacity of the pipeline. This would be a **less-than-significant** cumulative impact.

#### NATURAL GAS AND ELECTRICITY

The potential impact of increased natural gas and electricity services is not cumulative in nature because PG&E periodically considers the need to purchase more energy resources. In addition, infrastructure considerations are site-specific, and must be addressed during individual project planning and development. This would be a **less-than-significant** cumulative impact.

#### SOLID WASTE

Impact 3.10-4 considers the existing plus project condition to determine if the project would exceed capacity at the Delvin Road Transfer Station or Keller Canyon Landfill. As described, both facilities are currently accepting quantities of waste far below their accepted level. This would be a **less-than-significant** cumulative impact.