



A Tradition of Stewardship  
A Commitment to Service

# Supplement to the Environmental Impact Report for the Napa County General Plan Circulation Element and Napa Valley Business Park Specific Plan Amendments

*(CEQA Guidelines Section 15163)*

October 2018

## **I. Introduction**

Napa County (County) proposes to amend the Circulation Element of its General Plan to update local transportation system information and incorporate current trends, best practices, and regulatory changes in the planning and impact analysis of transportation networks. In correlation with the proposed General Plan amendment and consistent with its objectives of facilitating multiple modes of transportation, the County proposes to amend the Circulation Element of its Napa Valley Business Park Specific Plan (Specific Plan) to modify the design of a primary arterial road in the Specific Plan area by eliminating one vehicle travel lane on a portion of the road and introducing a class 1 multi-use path within the planned right-of-way.

## **II. Background**

On June 3, 2008, the Napa County Board of Supervisors adopted Resolution No. 08-86 adopting findings, a statement of overriding considerations and a mitigation monitoring or reporting program pursuant to the California Environmental Quality Act for the 2008 General Plan Update. With that same resolution, the Board also comprehensively amended all of the elements of the Napa County General Plan, excluding the Housing Element. The amended elements of the General Plan were:

- Agricultural Preservation and Land Use Element
- Circulation Element
- Community Character Element
- Conservation Element
- Economic Development Element
- Recreation and Open Space Element
- Safety Element

Since the last comprehensive amendment of the General Plan, public interest and concern about transportation network impacts in the County have intensified, particularly as the County has seen its economy recover following the financial downturn that began in 2008, and County residents and workers have observed growing automobile delays when traveling on the local roadway system. At a March 10, 2015, special joint meeting of the Napa County Planning Commission and Board of Supervisors, the Commission and Board directed staff to prepare an update to the Circulation Element of the General Plan, as the first step in an effort to

address the public's growing concern. Tasks within the scope of the effort also included preparation of guidelines and thresholds of significance for project traffic impact studies, based on currently-adopted General Plan policy, and evaluation of a traffic impact mitigation fee that would be charged to private development and that would fund improvements to the transportation network of the County.

### **III. Regulatory and Policy Context for Amendments**

In addition to updating demographic and travel data from the last General Plan amendment in 2008, the current Draft Circulation Element encompasses statewide, legislative and policy changes that are transforming transportation network planning and transportation impact analysis. The proposed Specific Plan amendment would also facilitate multiple modes of transportation, consistent with regional and State policies and programs. Some of the applicable legislation and programs include:

- Assembly Bill (AB) 1358 (Leno), the California Complete Streets Act of 2008, in part amended Government Code Section 65302 to require that any substantive revision of a jurisdiction's general plan circulation element "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." The statute goes on to define "users of streets, roads, and highways" as "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

As noted above, the Draft Circulation Element retains and augments existing policies in order to emphasize further the importance of bicycling, walking and transit facilities to the transportation network. Adopted and draft policies make reference to the County's Bicycle and Pedestrian Plans, and new draft text is proposed in an effort to better support implementation of those Plans by requiring private developers and discretionary permit applicants to dedicate land for or to install facilities for bicyclists and pedestrians. By introducing a class 1 multi-use path to an already planned arterial street, the proposed Specific Plan amendment also reflects the County's interest in supporting users of alternatives to the automobile.

- Senate Bill (SB) 375 (Steinberg), the California Sustainable Communities and Climate Protection Act of 2008, amended various sections of the Government Code and the Public Resources Code to require each of the State's metropolitan planning organizations (MPO) to adopt a sustainable communities strategy (SCS) as part of its regional transportation plan (RTP).<sup>1</sup> The strategy and plan must identify means by

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<sup>1</sup> See Government Code Sections 14522.1, 14522.2, 65080, 65080.01, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588, and Public Resources Code Sections 21061.3, 21159.28 and 21155.

which each region can “achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks.” Transportation planning and programming activities of the MPO must be consistent with the SCS. While land use decisions of local agencies are not required to be consistent with the RTP, the funding priorities of the RTP can indirectly affect the viability of certain transportation and development projects in the jurisdictions.

The Metropolitan Transportation Commission/Association of Bay Area Governments is the MPO for the Bay Area, which includes the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. In accordance with SB 375, MTC adopted Plan Bay Area 2035 (this region’s SCS/RTP) in 2013, and more recently adopted the updated Plan Bay Area 2040 in July 2017. Plan Bay Area 2040 forecasts the region’s transportation needs through 2040. As MTC is the agency through which federal transportation dollars are allocated to projects, its Plan Bay Area 2040 also programs near-term and long-term transportation investments consistent with the objectives of the statute. The Plan emphasizes a philosophy of “Fix It First,” with roughly 90 percent of future transportation investments targeted toward operating, maintaining and modernizing the existing transportation system. Almost two-thirds of funding investments are targeted toward public transit, while only 10 percent of investments are directed toward expanding capacity-constrained freeways and transit lines.

The adopted Napa County General Plan (Circulation and Community Character elements) contains policies that discourage road widening in favor of preserving the County’s rural character. The Draft Circulation Element retains those policies and to them adds other policies that: 1) prioritize network safety over level of service; and 2) support alternative and active transportation modes in an effort to reduce congestion and travel demand. This approach is reflected in the proposed Specific Plan amendment previously described. It is also consistent with the region’s transportation goals and recognizes the limited desirability and financial viability of building additional vehicle lanes to address traffic congestion in the County.

- SB 743 (Steinberg) was approved by the California State governor in 2013 and directs a change in transportation impact analysis conducted under CEQA, wherein transportation impacts of a public or private development project are not evaluated using level of service but rather using a metric of vehicle miles traveled or automobile trips generated.<sup>2</sup> Level of service, or LOS, is a system of classifying roadway segments' and intersections' operations using a letter rating of A through F, based on how quickly automobiles move through the segment or intersection; LOS A indicates free flowing traffic with minimal delays, and LOS F indicates a severely congested segment or intersection. By contrast, vehicle miles traveled, or VMT, is an

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<sup>2</sup> See Government Code Sections 65088.1 and 65088.4, and Public Resources Code Sections 21155.4, 21168.6.6, 21181, 21183, 21185, 21186, 21187, 21189.1, 21189.3, and 21099.

accounting of the number of automobile trips generated by a business or land use, multiplied by the average length of automobile trips for drivers in the locality or region in which the project is located. At the core of the statute is the association between shorter or fewer automobile trips and the environmental benefit resulting from the reduction in tailpipe and air pollution emissions from cars. The bill's intent is to reduce greenhouse gas emissions from automobile use, facilitate multimodal transportation, and diversify land uses.

While the alternative transportation impact analysis directed by SB 743 is not mandatory as of the writing of this Supplement, the Draft Circulation Element recognizes the trend away from level of service. LOS is retained in the draft text (though it is given lower priority than network safety) and would continue to provide the County guidance for capital improvement planning, while a new policy introduced in the Draft Circulation Element establishes an alternative VMT threshold against which traffic impacts of a project can be compared for informational purposes, until the CEQA Guideline amendment becomes effective.

- Other legislation related to transportation systems include several bills and executive orders that have established goals for greenhouse gas reductions throughout the State. Some of this legislation includes: 1) AB 32 (2006), which requires statewide GHG reduction to 1990 levels by 2020; 2) SB 32 (2016), which requires minimum 40 percent reduction in GHG emissions by 2030; 3) Executive Order S-3-05 (2005) which sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050; and 4) Executive Order B-16-12 (2012), which sets a GHG emissions reduction target of 80 percent below 1990 levels, specifically for the transportation sector.<sup>3</sup> Other agencies have also set goals in support of reduced automobile use, including the California Department of Transportation (Caltrans), which has echoed MTC's "fix it first" approach to network planning and set an aggressive goal to double walking and transit use and triple bicycle use by 2020 in its Bicycle and Pedestrian Plan (2017).

## **IV. Project Description**

### **A. General Plan Draft Circulation Element Amendment**

In April 2018, the Napa County Planning Division made available for public comment a Draft Circulation Element. In the Draft Circulation Element, demographic data and observed transportation trends were updated from those of the adopted Circulation Element, using 2015 data from the U.S. Census Bureau and 2014 data derived from the local Travel Behavior Study commissioned by the Napa Valley Transportation Authority. The text of the document was also re-organized to place goals in one location ahead of the policies and action items, and to cluster policies with similar themes together, resulting in some renumbering of existing policies. Based

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<sup>3</sup> See Health and Safety Code Section 38566 and Division 25.5, commencing with Section 38500.

on comments received on that April draft, minor revisions were incorporated into the current Draft Circulation Element, dated October 2018.

In general, the revised text in the current Draft Circulation Element reflects the recent shift in transportation planning principles, wherein less emphasis is placed on modifying the roadway network to optimize automobile movement. Instead, emphasis is placed on maintaining the existing system; ensuring adequate and safe transportation options for all users, regardless of income level, age or physical ability; and enhancing the efficiency of the transportation network by reducing single-occupant automobile trips. Cascading benefits of reduced vehicle trips include improvements in air quality and public health, as air pollutants from vehicle emissions are reduced and people are provided better opportunities to utilize more active transportation options (walking and bicycling).

The Draft Circulation Element retains LOS standards for roadways. Draft Policy CIR-37, adapted from adopted General Plan Policies CIR-16 and CIR-18, identifies the County's preferred LOS D for most intersections, and is proposed to be kept as a policy for purposes of network and capital improvement planning. However, consistent with the shift toward reducing roadway volumes, its text differs from the 2008 adopted policy in that it specifies project trip reduction rather than roadway modifications as the highest priority in mitigating project impacts.

Other changes to policies are also intended to emphasize the importance of bicycling, walking and transit facilities (often referenced collectively as "multimodal facilities") to the transportation network. Several adopted and proposed policies make reference to the County's Bicycle and Pedestrian Plans (Draft Policies CIR-11, CIR-27 and CIR-29 through CIR-32, modified from adopted Policies CIR-13 and CIR-35 through CIR-37). New draft text is proposed in an effort to better support implementation of those plans by requiring private developers and discretionary permit applicants to dedicate right-of-way and/or construct multimodal facilities at their property's frontages as conditions of approval of their discretionary permit requests.

The updated Draft Circulation Element recognizes evolving trends toward introduction of autonomous vehicles and increased presence of transportation network companies such as Uber and Lyft. While recognizing these trends, the Draft Circulation Element also acknowledges that they can inherently promote automobile use and supports these transportation options "to the extent those technologies and options support the County's goals of improving mobility while reducing congestion and emissions" (Draft Goal CIR-3).

The Draft Circulation Element text also incorporates regulatory changes in traffic impact analysis. As previously referenced, SB 743 (Steinberg), enacted by the California State legislature in 2013 and codified in part in Public Resources Code Section 21099, effects a change in CEQA practice wherein lead agencies must determine transportation impacts of a public or private development using vehicle trips or VMT instead of LOS. The Governor's Office of Planning and Research (OPR) is tasked with drafting guidelines for implementation of CEQA and, since 2014, has been working with agencies statewide to compose guidelines for

implementation of SB 743 that specify VMT as the recommended metric. Along with this metric, OPR has prepared a technical advisory document with a recommended threshold of significance for project VMT impacts. Under OPR's recommendation, a project would have a potentially significant impact on the environment if it could not be demonstrated that the project could reduce per capita VMT to a number that is 15 or more percent below the regional average VMT per resident or employee. (Notably, the technical advisory's general threshold would be applicable to typical residential and office projects.) Local agencies, in their individual CEQA procedures, may choose to apply the recommended threshold from OPR generally or may develop their own threshold, provided that the threshold is supported by substantial evidence and consistent with the intent of the statute as summarized above. OPR's most recent draft of the SB 743 implementation guidance was posted to their website in April 2018.

The transition to VMT is currently in the rulemaking process and would not be required of lead agencies until July 1, 2020. However, in anticipation of the transition, the Draft Circulation Element includes new policies that reflect this new regulatory framework for transportation impact assessment, along with a draft threshold of significance that is based on reduction of VMT compared to the unmitigated project rather than the regional average VMT (Draft Policies CIR-39 through CIR-40), a measurement that is better suited to Napa County's rural context but that still supports the County's efforts to achieve the greenhouse gas emissions goals of its pending Climate Action Plan. The reduction in VMT and, correspondingly, GHG emissions from the transportation sector, is also necessary for the County, the region and the State to achieve long-term, statewide mandates targeted toward reducing GHG emissions, including but not limited to Executive Orders S-3-05 and B-16-12. The proposed Napa County TIS Guidelines (referenced in Draft Policy CIR-40) include a preliminary methodology for how VMT would be assessed for proposed projects in the unincorporated area.

Draft Policy CIR-6 (adopted Policy CIR-19, modified) would also dictate that traffic studies be funded by applicants but with traffic consultants selected and managed by Napa County staff. This approach to environmental consultant management is currently prescribed in the County's Local CEQA Procedures with respect to preparation of environmental impact reports, and it would allow for greater consistency in traffic studies, particularly as the practice of traffic impact analysis continues to evolve under the new metrics described above.

## **B. Napa Valley Business Park Specific Plan Circulation Element Amendment**

Concurrently with the update of the General Plan Circulation Element, the County is considering an amendment to the Napa Valley Business Park Specific Plan Circulation Element. As described in Government Code Section 65450, a jurisdiction may "prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan." The Napa County Board of Supervisors adopted the Airport Industrial Area Specific Plan in July 1986 (Resolution No. 86-60) "to guide and facilitate development of the designated 2,945-acre Napa County Airport Industrial Area," and recognizing the economic importance of the area to the County and region as an industrial development opportunity. The

original Airport Industrial Area Specific Plan has been amended several times in the last 32 years, including changing the name of the document to the Napa Valley Business Park Specific Plan (Specific Plan).

The boundaries of the Specific Plan generally are located south of the intersection of State Routes (SR) 12/29 & 221, north of Green Island Road and the City of American Canyon, and west of both North and South Kelly Road. The Specific Plan designates Devlin Road as the industrial park's primary north-south arterial thoroughfare; Devlin Road is a surface street parallel to and west of SR 29, extending from Soscol Ferry Road southward to Green Island Road within the City of American Canyon. The Specific Plan amendment would update the planned improvements of Devlin Road to include a 10-foot wide, class 1 multi-use path on one side of the road, and a three-lane build-out configuration between Soscol Ferry Road and Sheehy Court.

Under the current Specific Plan adopted in 1986, the Devlin Road right-of-way is planned as a three-lane road south of Airport Boulevard and a four-lane road north of Airport Boulevard. Both the three-lane and four-lane sections would include sidewalks on each side of the street and two-foot wide, on-street bike lanes. Under the proposed amendment, on-street bike lanes would remain, but the planned sidewalk on one side of the road would be replaced with an off-street, class 1 multi-use path. In addition, north of Sheehy Creek, the four-lane configuration without protected left-turn pockets would be replaced with the three-lane configuration incorporating one northbound lane, one southbound lane, and a center, two-way left turn lane. Planned right-of-way widths would not increase, and less required right-of-way width would be necessary for some portions of the road. The revised improvement plan would retain the existing Devlin Road bridge over Soscol Creek in its two-lane configuration, eliminating the originally planned expansion of the bridge to four lanes in that location.

The Specific Plan calls for private property owners benefitting from the road improvements to dedicate right-of-way and install improvements along property frontages. The Specific Plan also established a traffic impact mitigation fee to fund improvements that are not installed by property developers. Improvements to be funded by the fee include intersection signal improvements and widening, bridges over the three creeks that span the area, and acquisition of required right-of-way that would not otherwise be dedicated by developers of properties. Substitution of the class 1 multi-use path in lieu of sidewalk would result in only nominal cost changes for developing properties, and the design has been successfully implemented already for a portion of Devlin Road immediately south of Airport Boulevard. Soscol Creek bridge improvements and fourth lane widening of Devlin Road within Caltrans' SR 29 right-of-way south of Soscol Creek would be eliminated and would thus free up traffic impact fee revenue for several other key roadway improvements within the industrial park, most notably for the new Fagan Creek bridge located south of Airport Boulevard and north of Tower Road.

Government Code Section 65454 requires that specific plans and amendments thereto must be consistent with a jurisdiction's adopted general plan. Draft Circulation Element policy

CIR-27 identifies a list of roadway system improvements to benefit the efficiency of the County's transportation system, and completion of Devlin Road as a reliever route to SR 29 is included in that list of planned projects. Amendment of the Specific Plan supports the implementation of this policy, by reducing the cost of the project overall as a result of elimination of a travel lane and elimination of the need to demolish and rebuild a widened creek crossing, and thereby facilitating completion of the improvement on a shorter timeline. By maintaining sidewalk on one side of the road and adding an off-street multi-use path to the roadway cross-section, the amendment also implements that component of the Draft Circulation Element policy that identifies multi-use paths and multimodal facilities as improvements necessary to benefit the efficiency of the County's transportation system.

## **V. Compliance with the California Environmental Quality Act**

The California Environmental Quality Act (CEQA) Guidelines, Section 15162, provides that, when an environmental impact report (EIR) has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous EIR;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.



CEQA Guidelines also specify that a lead agency shall prepare a subsequent EIR if changes to a project or its circumstances occur or if new information becomes available after adoption or certification of the environmental analysis document. However, a lead agency may alternatively choose to prepare a supplement to an EIR rather than a subsequent EIR if any of the conditions described above would require preparation of a subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation (CEQA Guidelines Section 15163).

In adopting Resolution No. 08-86, the Board of Supervisors comprehensively amended the Napa County General Plan (2008) and certified the EIR that had been prepared for the amendment. The EIR analyzed five scenarios. Alternative A assumed no amendment of the General Plan occurred and that programs and developments continued to occur under the General Plan adopted in 1983; in this way, Alternative A was similar to a “no project” scenario (CEQA Guidelines Section 15126.6[e]). Alternative B analyzed in the General Plan EIR evaluated the potential environmental impacts of adopting the General Plan Update as then drafted. Other scenarios (Alternatives C, D and E) each included some variations to the Alternative B scenario, with the General Plan being comprehensively amended but with some changes to land use designations, rural urban limit line locations, residential densities and transportation projects.

The Board adopted a modified version of Alternative B that included a List of Errata and Recommended Changes to the December 2, 2008, Revised Draft General Plan Update (Revisions as of April 22, 2008). The Board rejected the other alternatives because the other alternatives’ environmental impacts generally were more severe than the adopted General Plan Update (2008). More specifically, while the transportation impacts of Alternatives D and E were comparable to the adopted General Plan Update (2008), the Board found that Alternative D was inconsistent with the County’s goals for agricultural economic development and affordable housing, while Alternative E would result in the greatest loss of agricultural lands due to a larger footprint for residential development and infrastructure expansion. The Board found that Alternative C would result in the most severe traffic impacts of all of the alternatives analyzed. The Board found that Alternative A, like the No Project scenario, would have a worse jobs/housing balance than the adopted General Plan Update (2008) and would put the County at risk of legal challenge because of an outdated, more vague General Plan.

## **VI. Supplemental Analysis to the General Plan EIR (2008) for the Proposed Project**

### **A. General Plan Draft Circulation Element Amendment**

Chapter 4.4 of the General Plan EIR (2008) analyzed the potential transportation impacts of the then-proposed General Plan Update. The text of the chapter described the existing

setting, including preferred modes of transportation for County residents and a description of the County's road network existing at the time.

According to the 2000 U.S. Census, which informed the 2008 General Plan transportation analysis, the majority of Napa County residents commuted by single-occupant vehicle. Commuters' preference for driving alone continues to be reflected in census data gathered in the more recent 2015 American Community Survey (ACS). Table 4.4-1 from the General Plan EIR (2008) summarized commute patterns of the County's residents, compared to residents of the San Francisco Bay Area, State and nation, as follows:

<b>Commuter Mode Choice</b>	<b>Napa County Residents</b>	<b>Bay Area Residents</b>	<b>California Residents</b>	<b>U.S. Residents</b>
Single-Occupant Vehicle	72.7%	67%	71.8%	75.7%
Carpool	14.8%	14%	14.5%	12.2%
Public Transit	1.4%	13%	5.1%	4.7%
Bicycling/Walking	5.0%	5%	3.7%	3.3%
Other Means	1.9%	<1%	1.0%	0.8%
Work at Home	5.1%	1%	3.8%	3.3%
Percentage Who Work Outside Napa County	22%	N/A	17%	27%
Average Travel Time to Work	24.3	29.4	27.7	25.5

Source: Napa County General Plan EIR (2008), Table 4.4-1

The data in the table above is then compared to the more recent ACS data, which continues to indicate a high percentage of single-occupant vehicles, and an increase since 2008 in Napa County, along with a slight increase in the average travel time (minutes) to work across the County, region and nation:

<b>Commuter Mode Choice</b>	<b>Napa County Residents</b>	<b>Bay Area Residents</b>	<b>California Residents</b>	<b>U.S. Residents</b>
Single-Occupant Vehicle	77.6%	66.5%	73.9%	76.6%
Carpool	9.0%	10.0%	10.0%	9.0%
Public Transit	2.0%	12.0%	5.2%	5.2%
Bicycling/Walking	5.4%	5.5%	3.8%	3.4%
Other Means	0.8%	1.5%	5.9%	1.2%
Work at Home	5.2%	5.6%	5.5%	4.6%
Percentage Who Work Outside County of Residence	22%	29%	17%	24%
Average Travel Time to Work	24.7	31.1	28.9	26.4

Source: Draft Circulation Element, Table CIR-A

Since 2008, significant changes to the road network in the unincorporated County have occurred primarily in southern Napa County, with construction of Devlin Road in the industrial area ongoing and SR 12 widened from two lanes to four lanes from SR 29 to just west of Interstate 80 in Solano County. Elsewhere in the County, near the City of St. Helena, Caltrans recently completed widening of a three-mile segment of SR 29 to include a center, two-way left

turn lane. Generally, however, consistent with adopted General Plan policy, roads in the unincorporated area have maintained the same capacity since 2008.

Facilities accommodating transportation modes other than the automobile have also evolved since 2008. In cooperation with the Napa Valley Transportation Authority (formerly Napa County Transportation and Planning Agency), the County and incorporated jurisdictions have adopted pedestrian and bicycle plans identifying and prioritizing improvements for people who chose to travel by foot or bike; the County Board of Supervisors adopted the most recent version of each plan in 2016 and 2012, respectively. The Napa Valley Vine Trail—a class 1 multi-use path planned to provide pedestrian and bicyclist connections between and among the five Napa County municipalities, Vallejo in Solano County, and the regional Bay Trail and Ridge Trail—commenced construction since 2008, with the first segments between Yountville and south Napa city completed in 2016. Transit bus service continues to evolve to meet the changing needs of existing and potential riders, with some changes including elimination of free shuttle service in downtown Napa, discontinuation of express bus service to Sonoma County and expansion of door-to-door service among the various transit providers in the County.

As a result of the “share economy” that gained momentum following the start of the economic recession in 2008, car share and transportation network companies have introduced a new component to the transportation system that relies on technology to connect passengers with drivers or short-term rental vehicles. Continuing advances in technology with respect to autonomous vehicles have the potential to additionally change transportation systems, potentially increasing efficiency and convenience of traveling by car.

The General Plan EIR (2008) identified the following impact related to traffic:

*Impact 4.4.1 Land uses and growth under the proposed General Plan Update could cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system, within the County and adjacent jurisdictions, and could affect emergency access.*

This impact was significant and unavoidable for the Project (General Plan Update) and all of the alternatives analyzed in the EIR. For Modified Alternative B, the approved project, growth in the unincorporated area, incorporated jurisdictions, and region was anticipated to significantly impact 39 roadway segments in the County. For each of these roadway segments, level of service was projected to be “unacceptable” (LOS E or F). Roughly half of those intersections were already at LOS F. Each scenario also resulted in increases in vehicle miles traveled in the County.

Modeling conducted as part of the Draft Circulation Element effort utilized an updated traffic model and more recent development trends and demographic data. The updated analysis under the new modeling found that the number of road segments, the level of service of which would be LOS E or F, dropped from 39 to 21. The analysis identified five intersections

where level of service was worse with the more recent input data compared to the 2008 inputs, and of those five, two are projected to decline to an “unacceptable” level of LOS E (Silverado Trail between State Route 128 and Yountville Cross Road, and State Route 29 between Kelly Road and Jamieson Canyon Road). Performance on 51 of the segments improved under the newer modeling compared to the 2008 analysis (though four of those 51 segments are still projected to perform “unacceptably” at LOS E). The data provided in the attached Table A cross-references and updates the data provided in General Plan EIR (2008) Table 4.4-13.

While the Draft Circulation Element revises the text of the adopted Circulation Element (2008), the draft amendment does not include substantial changes to the element or the circumstances under which its implementation is undertaken, that would result in a new significant environmental impact or a substantial increase in the severity of a previously-identified significant impact. As noted above, more current analysis of traffic impacts indicates that level of service impacts would still occur with the proposed project, but with fewer segments impacted than was identified in the analysis of the adopted General Plan. Additionally, as shown in the attached Table B, measures 4.4.1a through 4.4.1j, identified in the General Plan EIR (2008) as mitigation for the General Plan Update, would either be retained or augmented and strengthened with new or revised policies in the Draft Circulation Element. In other words, with the Draft Circulation Element, the County would be substituting existing mitigation measures (adopted as policies in the General Plan) with equally effective policies or policies that are more mandatory, and in this way, the severity of the impact would not increase with the currently proposed project.

The General Plan EIR (2008) identified three other, transportation-specific impacts which the Board found to be significant and mitigable for the General Plan Update and all of its alternative scenarios:

*Impact 4.4.2 Implementation of the proposed General Plan Update could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses as well as potentially adversely affect emergency access needs.*

*Impact 4.4.3 Implementation of the proposed General Plan Update could conflict with [NVT] planning efforts associated with transit provision and pedestrian and bicycle facilities.*

*Impact 4.4.4 Land uses and development under the proposed General Plan Update could create additional demand for parking facilities and therefore inadequate parking capacity if these facilities are not constructed.<sup>4</sup>*

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<sup>4</sup> At the time of preparation of the 2008 General Plan EIR, Appendix G (Initial Study Checklist Form) of the CEQA Guidelines included parking as a potential area of environmental impact. Current CEQA Guidelines, Appendix G, no longer identifies inadequacy of parking as an item requiring evaluation in the environmental analysis of a project. This impact and its corresponding adopted and recommended mitigation measures, are nonetheless included for reference in this Supplement.

These other transportation-related impacts identified in the General Plan EIR (2008) would not be more severe with the proposed Draft Circulation Element. As also summarized in the attached Table B, measures adopted as General Plan policies intended to mitigate the previously-identified impacts are proposed to be retained or strengthened with this project.

## **B. Napa Valley Business Park Specific Plan Circulation Element Amendment**

The proposed change to the Specific Plan would retain the construction of Devlin Road as an alternative north-south access into and through the Napa Valley Business Park area, consistent with both adopted and Draft Circulation Element policies. The amendment would only modify the cross-section of Devlin Road north of Sheehy Creek from a four-lane configuration without protected left-turn pockets to a three-lane configuration incorporating one northbound lane, one southbound lane, and a center, two-way left turn lane. On-street bike lanes would remain, with the planned sidewalk on one side of the road replaced with an off-street, class 1 multi-use path. Planned right-of-way widths would not increase, and less required right-of-way width would be necessary for some portions of the road. The revised improvement plan would retain the existing Devlin Road bridge over Soscol Creek in its two-lane configuration, greatly reducing the environmental impact to terrestrial and aquatic resources in the vicinity of the creek. Additionally, elimination of the fourth lane would not significantly reduce the capacity of the roadway, which is already identified in the Specific Plan as a three-lane road south of Airport Boulevard. Elimination of the fourth-lane would also provide a sheltered lane for vehicles attempting to turn left or merge into traffic, eliminating delays at driveways where vehicles in the number one (left) lanes would otherwise have to wait for left-turning vehicles to clear the lane.

The partial intent of the Specific Plan amendment to reduce single-occupant vehicle trips—through expansion of facilities to provide multimodal access in the form of an extended class 1 off-street path—would align with the objectives of the Draft Circulation Element to reduce vehicle emissions and prioritize mode shift over expanding roadway capacities. The amendment also helps to mitigate General Plan EIR (2008) impacts 4.4.2 and 4.4.3. More specifically, by providing an off-street path available for use by pedestrians and bicyclists, the amendment helps in mitigating Impact 4.4.3, referenced above, by implementing objectives of NVTAs to expand the County’s network of class 1 bicycle facilities and encourage otherwise “cautious but interested” riders to consider bicycling as an alternative means of travel. As class 1 bicycle facilities are safer for bicyclists by separating them from automobiles on the roadway, and by providing sheltered areas for vehicular turning movements outside of through travel lanes, the recommended Specific Plan amendment also supports mitigation of Impact 4.4.2, which identifies hazards as a potential impact of the General Plan. In these ways, the recommended Specific Plan amendment is not only consistent with the General Plan policies but also facilitates mitigation of the potential impacts identified in the EIR certified for the General Plan.

## **VII. Conclusion**

In adopting Resolution No. 08-86, the Napa County Board of Supervisors found that the General Plan EIR (2008) provided an adequate and thorough analysis of the potential impacts of the adoption and implementation of the General Plan Update (2008). As explained herein, the currently proposed General Plan Draft Circulation Element and proposed Specific Plan amendment are consistent with regional and State goals to promote alternative and active modes of transportation, and project impacts to the transportation system level of service are not worse than projected at the time that the prior environmental analysis was conducted for the General Plan Update (2008). Adopted mitigation measures of the General Plan EIR (2008) are either retained or replaced with equally or more effective measures, which are manifested as revised and enhanced policies in the Draft Circulation Element and a change to the already planned network improvement identified in the Napa Valley Business Park Specific Plan.

Therefore, with updated demographic and transportation data but no new or worsened environmental impacts associated with this project, no new analysis is necessary, and preparation of this supplement to the General Plan EIR (2008) is sufficient to meet the requirements of CEQA for the proposed project.

### **Attachments:**

Table A – General Plan Road Segment Impact Comparative Analysis Summary

Table B – Comparison of General Plan EIR (2008) Mitigation Measures with Adopted and Proposed Circulation Element Policies

**Table A: General Plan Road Segment Impact Comparative Analysis Summary**

Segment Number	Segment Descriptions (Table 4.4-3)			2003 Counts	Counts Adjusted to 2010	Future Year (2040) Forecast	V/C Ratio	LOS	Previous LOS (Alternative C, Base Network)	Change in LOS
	Road Name	Segment Limit North / East	Segment Limit South / West							
1	AMERICAN CANYON ROAD	I-80	Flosden Road	958	1008	1084	0.90	E	F	Improve
2	AMERICAN CANYON ROAD	I-80	Flosden Road	958	1008	1021	0.85	E	F	Improve
3	CHILES POPE VALLEY RD	Pope Canyon Road	Lower Chiles Valley Road	66	69	76	0.09	B	B	-
4	CHILES POPE VALLEY RD	Pope Canyon Road	Lower Chiles Valley Road	63	66	69	0.09	A	A	-
5	DEER PARK RD	Sanitarium Rd (North)	Silverado Trail	415	437	564	0.70	D	F	Improve
6	DEER PARK RD	Sanitarium Rd (North)	Silverado Trail	340	358	471	0.58	C	C	-
7	DEER PARK ROAD	Silverado Trail	St. Helena Highway (SR 29/128)	283	298	303	0.37	C	F	Improve
8	DEER PARK ROAD	Silverado Trail	St. Helena Highway (SR 29/128)	213	224	260	0.32	C	D	Improve
9	FLOSDEN ROAD	American Canyon Road	Napa/Solano County Line	629	662	767	0.43	C	C	-
10	FLOSDEN ROAD	American Canyon Road	Napa/Solano County Line	514	541	898	0.50	C	C	-
11	HOWELL MOUNTAIN RD	Pope Valley Rd	N White Cottage Rd	55	58	79	0.10	B	C	Improve
12	HOWELL MOUNTAIN RD	Pope Valley Rd	N White Cottage Rd	48	51	59	0.07	A	C	Improve
13	NAPA VALLEJO HWY	Kaiser Rd	Highway 29(SR 29/12)	1642	1728	2088	1.16	F	F	-
14	NAPA VALLEJO HWY	Kaiser Rd	Highway 29(SR 29/12)	1399	1472	1250	0.69	C	D	Improve
15	OAK KNOLL AVE	Big Ranch Rd	Highway 29	218	229	257	0.21	B	C	Improve
16	OAK KNOLL AVE	Big Ranch Rd	Highway 29	267	281	288	0.24	B	C	Improve
17	OAKVILLE CROSS RD	Napa River	Highway 29	91	96	111	0.09	B	C	Improve
18	OAKVILLE CROSS RD	Napa River	Highway 29	112	118	132	0.11	B	C	Improve
19	OLD SONOMA ROAD	Buhman Avenue	Carneros Highway (SR 121/12)	267	281	335	0.28	C	C	-
20	OLD SONOMA ROAD	Buhman Avenue	Carneros Highway (SR 121/12)	131	138	217	0.18	B	D	Improve
21	PETRIFIED FOREST ROAD	Foothill Boulevard (SR 128)	Franz Valley School Road	545	573	574	0.72	C	F	Improve
22	PETRIFIED FOREST ROAD	Foothill Boulevard (SR 128)	Franz Valley School Road	524	551	574	0.72	C	F	Improve
23	POPE CANYON RD	Berryessa-Knoxville Rd	Chiles-Pope Valley Rd	35	37	49	0.06	A	C	Improve
24	POPE CANYON RD	Berryessa-Knoxville Rd	Chiles-Pope Valley Rd	33	35	41	0.05	A	C	Improve
25	SILVERADO TRL	Oak Knoll Ave	Hardman Ave	485	510	624	0.52	D	D	-
26	SILVERADO TRL	Oak Knoll Ave	Hardman Ave	727	765	606	0.50	C	C	-
27	SILVERADO TRL	Sage Canyon Rd(SR 128)	Yountville Cross Rd	541	569	674	0.56	D	D	-
28	SILVERADO TRL	Sage Canyon Rd(SR 128)	Yountville Cross Rd	811	853	893	0.74	E	D	Worse
29	SILVERADO TRL	Pope St	Zinfandel Ln	371	390	524	0.44	C	D	Improve
30	SILVERADO TRL	Pope St	Zinfandel Ln	557	586	649	0.54	D	E	Improve
31	SILVERADO TRL	Bale Ln	Deer Park Rd	224	236	303	0.25	B	C	Improve
32	SILVERADO TRL	Bale Ln	Deer Park Rd	335	352	379	0.32	C	C	-
33	SILVERADO TRL	Calistoga City Limits	Lincoln Ave(SR 29)	314	330	360	0.45	C	E	Improve
34	SILVERADO TRL	Calistoga City Limits	Lincoln Ave(SR 29)	201	211	296	0.37	C	D	Improve
35	SOSCOL AVE	First St	Silverado Trail	1568	1650	1783	0.99	E	F	Improve
36	SOSCOL AVE	First St	Silverado Trail	1568	1650	1894	1.05	F	F	-
37	SPRING MOUNTAIN ROAD	St. Helena City Limit	Langtry Road	40	42	65	0.08	A	C	Improve
38	SPRING MOUNTAIN ROAD	St. Helena City Limit	Langtry Road	36	38	44	0.05	A	C	Improve
39	STATE HIGHWAY 12/121	Cuttings Wharf Road	Stanely Road	952	1002	1003	0.84	E	E	-
40	STATE HIGHWAY 12/121	Cuttings Wharf Road	Stanely Road	1767	1859	1881	1.57	F	F	-
41	STATE HIGHWAY 12	Lynch Road	Kelly Road	1400	1473	2005	1.67	F	F	-
42	STATE HIGHWAY 12	Lynch Road	Kelly Road	900	947	1482	1.23	F	F	-
43	STATE HIGHWAY 121	Wooden Valley Rd	Vichy Ave	322	339	371	0.46	C	F	Improve
44	STATE HIGHWAY 121	Wooden Valley Rd	Vichy Ave	132	139	159	0.20	C	E	Improve

45	STATE HIGHWAY 121	Circle Oaks Dr	Wooden Valley Rd	78	82	106	0.13	B	D	Improve
46	STATE HIGHWAY 121	Circle Oaks Dr	Wooden Valley Rd	183	193	200	0.25	C	C	-
47	STATE ROUTE 121	Napa/Sonoma County Line	Old Sonoma Rd	1360	1431	1450	<b>1.21</b>	F	F	-
48	STATE ROUTE 121	Napa/Sonoma County Line	Old Sonoma Rd	1360	1431	1499	<b>1.25</b>	F	F	-
51	STATE ROUTE 128	Napa/Sonoma County Line	Tubbs Lane	166	175	172	0.21	C	D	Improve
52	STATE ROUTE 128	Napa/Sonoma County Line	Tubbs Lane	172	181	233	0.29	C	F	Improve
53	STATE ROUTE 128	Tubbs Ln	Petrified Forest Rd	475	500	506	0.63	C	D	Improve
54	STATE ROUTE 128	Tubbs Ln	Petrified Forest Rd	475	500	522	0.65	C	D	Improve
55	STATE ROUTE 128	Petrified Forest Rd	Lincoln Ave(SR 29)	544	572	571	0.71	C	F	Improve
56	STATE ROUTE 128	Petrified Forest Rd	Lincoln Ave(SR 29)	544	572	610	0.76	D	F	Improve
57	STATE ROUTE 128	Napa River	St Helena Hwy(SR 29)	200	210	217	0.18	B	C	Improve
58	STATE ROUTE 128	Napa River	St Helena Hwy(SR 29)	113	119	124	0.10	B	C	Improve
59	STATE ROUTE 128	Chiles-Pope Valley Road	Silverado Trail	92	97	127	0.16	C	F	Improve
60	STATE ROUTE 128	Chiles-Pope Valley Road	Silverado Trail	172	181	203	0.25	C	F	Improve
61	STATE ROUTE 128	Monticell Road (SR 121)	Berryessa-Knoxville Road	113	119	136	0.11	B	D	Improve
62	STATE ROUTE 128	Monticell Road (SR 121)	Berryessa-Knoxville Road	109	115	132	0.11	B	C	Improve
63	STATE ROUTE 128	Napa/Yolo County Line	State ROUTE 121	54	57	79	0.07	A	E	Improve
64	STATE ROUTE 128	Napa/Yolo County Line	State ROUTE 121	57	60	67	0.06	A	F	Improve
65	STATE ROUTE 29	Napa/Lake County Line	Tubbs Lane	315	331	362	0.30	C	C	-
66	STATE ROUTE 29	Napa/Lake County Line	Tubbs Lane	384	404	418	0.35	C	C	-
67	STATE ROUTE 29	Green Island Rd	American Canyon Rd	1890	1989	2031	<b>1.13</b>	F	F	-
68	STATE ROUTE 29	Green Island Rd	American Canyon Rd	1890	1989	1778	<b>0.99</b>	E	F	Improve
69	STATE ROUTE 29	California Dr	Oak Knoll Ave	1111	1169	1567	0.46	B	C	Improve
70	STATE ROUTE 29	California Dr	Oak Knoll Ave	1358	1429	1578	0.47	B	C	Improve
71	STATE ROUTE 29	Oakville Grade	Madison St	908	955	1097	<b>1.37</b>	F	F	-
72	STATE ROUTE 29	Oakville Grade	Madison St	1109	1167	1313	<b>1.64</b>	F	F	-
73	STATE ROUTE 29	Rutherford Cross Rd(SR 128)	Oakville Grade	794	835	958	<b>1.20</b>	F	F	-
74	STATE ROUTE 29	Rutherford Cross Rd(SR 128)	Oakville Grade	1243	1308	1412	<b>1.76</b>	F	F	-
75	STATE ROUTE 29	Chaix Ln	Zinfandel Ln	874	920	1006	<b>1.26</b>	F	F	-
76	STATE ROUTE 29	Chaix Ln	Zinfandel Ln	1069	1125	1228	<b>1.54</b>	F	F	-
77	STATE ROUTE 29	Lodi Lane	Deer Park Rd	605	637	643	0.80	D	F	Improve
78	STATE ROUTE 29	Lodi Lane	Deer Park Rd	739	778	860	<b>1.07</b>	F	F	-
79	STATE ROUTE 29	Kelly Rd	Jamieson Cyn Rd(SR 12)	2535	2667	4152	<b>1.22</b>	F	F	-
80	STATE ROUTE 29	Kelly Rd	Jamieson Cyn Rd(SR 12)	2535	2667	3167	<b>0.93</b>	E	D	Worse
81	STATE ROUTE 29	Napa-Vallejo Hwy(SR 221)	Kelly Rd	1196	1258	2743	0.81	D	F	Improve
82	STATE ROUTE 29	Napa-Vallejo Hwy(SR 221)	Kelly Rd	1196	1258	1758	0.52	C	B	Worse
83	STATE ROUTE 29	Napa-Vallejo Hwy(SR 221)	Carneros Hwy(SR 121/12)	1725	1815	2008	0.59	C	F	Improve
84	STATE ROUTE 29	Napa-Vallejo Hwy(SR 221)	Carneros Hwy(SR 121/12)	1725	1815	2305	0.68	D	C	Worse
85	STATE ROUTE 29	Imola Ave(SR 121)	Carneros Hwy(SR 121/12)	1328	1397	1406	0.37	B	C	Improve
86	STATE ROUTE 29	Imola Ave(SR 121)	Carneros Hwy(SR 121/12)	1328	1397	1715	0.45	B	B	-
87	TUBBS LN	Highway 29	Highway 128	248	261	272	0.23	B	D	Improve
88	TUBBS LN	Highway 29	Highway 128	316	332	356	0.30	C	C	-
89	WOODEN VALLEY RD	Monticello Rd(SR 121)	Napa/Solano Co Line	43	45	57	0.07	A	D	Improve
90	WOODEN VALLEY RD	Monticello Rd(SR 121)	Napa/Solano Co Line	151	159	178	0.22	C	C	-
91	YOUNTVILLE CROSS RD	Silverado Trail	Yountville Town Limits	140	147	143	0.18	C	C	-
92	YOUNTVILLE CROSS RD	Silverado Trail	Yountville Town Limits	248	261	490	0.60	D	C	Worse
93	ZINFANDEL LN	Silverado Trail	St Helena Hwy(SR 29&128)	193	203	240	0.30	C	C	-
94	ZINFANDEL LN	Silverado Trail	St Helena Hwy(SR 29&128)	114	120	142	0.18	C	C	-



**Table B: Comparison of General Plan EIR (2008) Mitigation Measures with Adopted and Proposed Circulation Element Policies**

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
<p><u>Transportation</u>  <u>Mitigation Measure 4.4.1a</u>                      The County shall provide a policy in the General Plan establishing a standard for adequate level of service on roads and intersections to be applied to all discretionary projects reviewed by the County.</p>	<p><u>Policy CIR-16</u>                      The County shall seek to maintain an adequate level of service on roads and at intersections as follows. The desired level of service shall be measured at peak hours of weekdays.</p> <ul style="list-style-type: none"> <li>• The County shall seek to maintain an arterial Level of Service D or better on all County roadways, except where maintaining this desired level of service would require the installation of more travel lanes than shown on the Circulation Map.</li> <li>• The County shall seek to maintain Level of Service D or better at all signalized intersections, except where the level of service already exceeds this standard (i.e., Level of Service E or F) and where increased intersection capacity is not feasible without substantial additional right-of-way.</li> <li>• No single level of service standard is appropriate for un-signalized intersections, which shall be evaluated on a case-by-case basis to determine if signal warrants are met.</li> </ul>	<p><u>Policy CIR-37</u>                      The County seeks to maintain operations of roads and intersections in the unincorporated County area that minimize travel delays. Operational analysis shall be conducted according to the latest version of the Highway Capacity Manual and as described in the current version of the County’s Transportation Impact Study Guidelines. In general, the County seeks to maintain Level of Service (LOS) D on arterial roadways and at signalized intersections, as the service level that best aligns with the County’s desire to balance its rural character with the needs of supporting economic vitality and growth.</p> <p>In situations where the County determines that achieving LOS D would cause an unacceptable conflict with other goals and objectives, minimizing collisions and the adequacy of local access will be the County’s priorities. Mitigating operational impacts should first focus on reducing the project’s vehicular trips through modifying the project definition, applying TDM strategies, and/or applying new technologies that could reduce vehicular travel and associated delays; then secondarily should consider physical infrastructure changes. Proposed</p>	<p>The text of the Draft Circulation Element retains LOS D as the desired level of service for purposes of network capital improvement planning, but more specifically prioritizes safety and adequacy of local access above achieving LOS D. The draft text also places higher emphasis on reducing trips as mitigation for project trip generation and development project impacts to the road network. In addition to being consistent with adopted Community Character Element policies of the General Plan that discourage widening of the County’s rural roads, reducing automobile trips is an environmentally better alternative to mitigating traffic impacts, as it has cascading benefits of reducing air pollutants from automobiles.</p>

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
	<p><u>Policy CIR-18</u> Traffic safety and adequate local access will be priorities on roadway segments and at signalized intersections where a Level of Service D or better cannot be achieved. Therefore, proposed capital improvements and development projects in these areas shall be evaluated to determine their effect on safety or local access. Projects that improve safety, improve local access, or alleviate congestion will be prioritized.</p>	<p>mitigations will be evaluated for their effect on collisions and local access, and for their effectiveness in achieving the maximum potential reduction in the project’s operational impacts (see the County’s Transportation Impact Study Guidelines for a list of potential mitigation measures).</p> <p>The following roadway segments are exceptions to the LOS D standard described above:</p> <ul style="list-style-type: none"> <li>• State Route 29 in the unincorporated areas between Yountville and Calistoga: LOS F is acceptable.</li> <li>• Silverado Trail between State Route 128 and Yountville Cross Road: LOS E is acceptable.</li> <li>• State Route 12/121 between the Napa/Sonoma county line and Carneros Junction: LOS F is acceptable.</li> <li>• American Canyon Road from I-80 to American Canyon City Limit: LOS E is acceptable.</li> </ul> <p><u>Policy CIR-14</u> All applicants for development projects or modifications thereto shall be required to evaluate the VMT [vehicle miles traveled] associated with their projects, in order to determine the projects’ environmental impacts pursuant to the California Environmental Quality Act. Applicants shall specify feasible measures to reduce a proposed project’s VMT and shall provide an estimate of the VMT</p>	

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
		reduction that would result from each measure. Projects for which the specified VMT reduction measures would not reduce unmitigated VMT by 15 or more percent shall be considered to have a significant environmental impact.	
<p><u>Transportation Mitigation Measure 4.4.1b</u> The County shall include a policy in the General Plan that requires new developments with the potential to significantly affect traffic operations to prepare a traffic analysis prior to discretionary approval of the project.</p>	<p><u>Policy CIR-19</u> Applicants proposing new discretionary development projects with the potential to significantly affect traffic operations shall be required to prepare a traffic analysis prior to consideration of their project by the County and shall be required to mitigate project impacts and to pay their fair share of countywide cumulative traffic improvements based on their contribution to the need for these improvements.</p>	<p><u>Policy CIR-6</u> Applicants requesting discretionary approval for projects with the potential to significantly affect the transportation system shall fund the County's preparation of a Transportation Analysis prior to consideration of their project by the County. If the Transportation Analysis results in identification of adverse impacts as defined in the County's Transportation Impact Study Guidelines, the applicants shall mitigate their projects' impacts and pay their fair share of the full cost of countywide cumulative transportation improvements, based on their projects' contribution to the need for these improvements. Analysis should be consistent with the most current version of the County's Transportation Impact Study Guidelines, including a County review of site plans with a particular focus on project frontage, consistency with the Countywide Pedestrian Plan and Countywide Bicycle Plan, and multimodal circulation.</p>	<p>The Draft Circulation Element maintains the 2008 General Plan policy and EIR mitigation measure that requires traffic studies to be conducted for new developments with the potential to significantly affect traffic operations. The revised text establishes County staff as the traffic consultant manager, with the intent of ensuring consistency and objectivity of the analysis conducted. The revision also includes a requirement that multiple transportation modes be evaluated in the analysis, including an analysis of consistency (or lack thereof) with adopted pedestrian and bicycle plans.</p>

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
<p><u>Transportation</u> <u>Mitigation Measure 4.4.1c</u> The County shall include a policy in the General Plan that requires new development projects to mitigate their impacts and to pay their fair share of countywide traffic improvements they contribute the need for, including improvements identified in DEIR Table 4.4-20. A countywide traffic impact fee shall be developed in cooperation with NCTPA.<sup>5</sup></p>	<p><u>Policy CIR-19</u> Applicants proposing new discretionary development projects with the potential to significantly affect traffic operations shall be required to prepare a traffic analysis prior to consideration of their project by the County and shall be required to mitigate project impacts and to pay their fair share of countywide cumulative traffic improvements based on their contribution to the need for these improvements.</p> <p><u>Action Item CIR-19.1</u> In cooperation with the Napa County Transportation and Planning Agency, develop a countywide traffic impact fee to address cumulative (i.e., not project-specific) impacts associated with new employment. Fees shall be used to pay for the cost of network improvements listed in Policy CIR-13 as well as other transportation improvements such as transit.</p>	<p><u>Policy CIR-6</u> Applicants requesting discretionary approval for projects with the potential to significantly affect the transportation system shall fund the County's preparation of a Transportation Analysis prior to consideration of their project by the County. If the Transportation Analysis results in identification of adverse impacts as defined in the County's Transportation Impact Study Guidelines, the applicants shall mitigate their projects' impacts and pay their fair share of the full cost of countywide cumulative transportation improvements, based on their projects' contribution to the need for these improvements. Analysis should be consistent with the most current version of the County's Transportation Impact Study Guidelines, including a County review of site plans with a particular focus on project frontage, consistency with the Countywide Pedestrian Plan and Countywide Bicycle Plan, and multimodal circulation.</p>	<p>Though the text pertaining to preparation of traffic studies is recommended to be changed as described above, the Draft Circulation Element policy retains the obligations of discretionary permit applicants to mitigate their projects' impacts and to pay transportation mitigation fees when warranted.</p>
<p><u>Transportation</u> <u>Mitigation Measure 4.4.1d</u></p>	<p><u>Policy CIR-1</u> Consistent with urban-centered growth policies in the Agricultural Preservation and Land Use</p>	<p><u>Policy CIR-3</u> Consistent with urban-centered growth policies in the Agricultural Preservation and Land Use Element,</p>	<p>The Draft Circulation Element augments existing mitigation measures/General Plan policies</p>

<sup>5</sup> NCTPA, or the Napa County Transportation and Planning Agency as referenced in the text of the adopted General Plan and General Plan EIR (2008), rebranded as NVTA, or the Napa Valley Transportation Authority, in 2015. The agency is referenced using its new name in the updated text of the Draft Circulation Element.

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
<p>The County shall include a policy in the General Plan that requires new residential and commercial development to be concentrated within already developed areas and areas planned for development where sufficient densities can support transit services and development of pedestrian and bicycle facilities.</p>	<p>Element, new residential and commercial development shall be concentrated within existing cities and towns and urbanized areas where sufficient densities can support transit services and development of pedestrian and bicycle facilities.</p>	<p>new residential and commercial development shall be concentrated within existing cities and towns and urbanized areas, particularly within Priority Development Areas (PDAs) where sufficient densities can support transit services and development of pedestrian and bicycle facilities.</p> <p><u>Policy CIR-4</u> Consistent with the County’s and region’s greenhouse gas emission reduction goals, the County will seek to increase the supply of affordable multi-unit housing development concentrated in proximity to employment centers, services, and transportation hubs to decrease private drive-alone automobile trips.</p> <p><u>Policy CIR-5</u> The County supports a coordinated approach to land use and circulation planning that increases opportunities for physical activity and promotes public health by prioritizing implementation of improvements to active transportation modes and encouraging mixed-use developments that locate complementary uses within reasonable walking or bicycling distance of each other.</p> <p><u>Policy CIR-41</u> The County recognizes the importance of its commercially-zoned properties in providing</p>	<p>with newly-recommended policies CIR-5 and CIR-41, which together recognize the importance of commercial and mixed use developments in the reduction of automobile trips. The revised text also references PDAs, a relatively recent regional land use descriptor for neighborhoods and corridors where dense development is envisioned to support increased ridership on transit and/or use of other multi-modal facilities.</p>

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
		businesses with opportunities to locate throughout the County, thereby reducing distances that residents of the unincorporated areas must drive to retail or service-based destinations.	
<p><u>Transportation</u> <u>Mitigation Measure 4.4.1e</u> The County shall include a policy to the General Plan that supports programs to reduce single-occupant vehicle use and encourage carpooling, transit use, and alternative modes such as bicycling, walking, and telecommuting. In addition, the County shall seek to maintain total trips in the County using travel modes other than private vehicles (transit, walking bicycling, public transit, etc.) at 2006 levels.</p>	<p><u>Objective CIR-2</u> Work with the Napa County Transportation and Planning Agency and incorporated jurisdictions in Napa County to reduce the percentage of work trips that are by private, single-occupant vehicles by 2030 such that Napa County’s percentage decreases to 50 percent. This objective may be accomplished by increasing the percentage of trips by bicycle, walking, transit, and/or carpool, and by increasing non-traditional work schedules and work practices (e.g., working at home).</p> <p><u>Policy CIR-26</u> Increase the attractiveness and use of energy-efficient forms of transportation such as public transit, walking, and bicycling through a variety of means, including promoting transit-oriented development in existing municipalities and urbanized areas and the use of transit by visitors to Napa County.</p>	<p><u>Policy CIR-4</u> Consistent with the County’s and region’s greenhouse gas emission reduction goals, the County will seek to increase the supply of affordable multi-unit housing development concentrated in proximity to employment centers, services, and transportation hubs to decrease private drive-alone automobile trips.</p> <p><u>Policy CIR-5</u> The County supports a coordinated approach to land use and circulation planning that increases opportunities for physical activity and promotes public health by prioritizing implementation of improvements to active transportation modes and encouraging mixed-use developments that locate complementary uses within reasonable walking or bicycling distance of each other.</p> <p><u>Policy CIR-11</u> Facilities supporting multimodal access, including but not limited to designated areas for pick-up/drop-off activities, shall be integrated into the site layout of development projects, frontage improvements,</p>	<p>The Draft Circulation Element text retains existing General Plan policy in support of transportation demand management (TDM) that reduces single-occupant vehicle use, and augments those policies to include specific recommendations of TDM programs, including periodic reporting on the effectiveness of TDM programs and a commitment of funding toward their expansion. The revision also strengthens the County’s commitment to implementing its adopted bicycle and pedestrian plans, by requiring developers to include multi-modal improvements in site design of proposed projects.</p>

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
	<p><u>Policy CIR-28</u> The County supports programs to reduce single-occupant vehicle use and encourage carpooling, transit use, and alternative modes such bicycle, walking, and telecommuting, and shall seek to maintain total trips in the County using travel modes other than private vehicles (transit, walking, bicycling, public transit, etc.) at least at the 2006 levels.</p> <p><u>Policy CIR-30</u> The County shall encourage the use of public transportation by tourists and visitors and will work with wineries to encourage the use of these options and the development of private mass transit.</p> <p><u>Policy CIR-32</u> All developments along fixed transit routes shall provide appropriate amenities designed to encourage carpooling, bicycle, and transit use. Typical features could include public bus turnouts/access located in coordination with the Napa County Transportation and Planning Agency, bicycle lockers, and carpool/vanpool parking.</p>	<p>and public projects, wherever such facilities are appropriate and can be physically accommodated. The Countywide Bicycle Plan and Countywide Pedestrian Plan shall be referenced in determining appropriate bicycle and/or pedestrian treatments at specific locations. Amenities serving public and private transportation providers and multimodal connections between private properties are encouraged, particularly in circumstances where such amenities and connections could provide an alternative to single-occupant vehicle travel on public roadways and where the amenity or connection would reduce VMT.</p> <p><u>Policy CIR-19</u> The County strongly supports Transportation Demand Management (TDM) strategies as a means of accommodating economic growth while moderating the negative effects of personal vehicle travel on the County's transportation infrastructure and on the quality of life of County residents and visitors. Non-residential development in the County shall include TDM strategies to reduce single-occupant vehicle use, thereby encouraging more energy-efficient forms of transportation and contributing toward the County's greenhouse gas emission reduction goals. The County may require ongoing monitoring of vehicle trips to non-residential developments, in order to evaluate the</p>	



General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
		<p>effectiveness of the TDM strategies employed. TDM strategies to be considered include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Subsidized transit passes or other incentives for transit usage;</li> <li>• Participation in a neighborhood or employer-sponsored shuttle program;</li> <li>• Provision of multimodal connections to nearby transit stops, neighboring properties, or other destinations;</li> <li>• On-site accommodation for bicyclists (such as bicycle parking facilities and showers/lockers for employees who bicycle);</li> <li>• Incentives for carpool/vanpool participation, and/or priority parking for carpool/vanpool users;</li> <li>• Alternative work schedules/telecommuting;</li> <li>• Participation in a subsidized car share or ride share program; and,</li> <li>• Modifications to parking policies, such as parking pricing, reduced supply, or financial incentives for employees who do not use a parking space.</li> </ul> <p><u>Policy CIR-20</u> The County, in coordination with NVTA's TDM division, shall update its Transportation System Management Ordinance (Chapter 10.28 of the County Code) to include measures that reduce</p>	



General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
		<p>commute trips to workplaces within the unincorporated County and a program to oversee implementation.</p> <p><u>Action Item CIR-20.1</u> The County will support implementation of a ride-matching or ridesharing service pilot program.</p> <p><u>Action Item CIR-20.2</u> The County will promote telecommuting at office-based businesses throughout the County.</p> <p><u>Action Item CIR-20.3</u> The County will periodically report to the Board of Supervisors on the results of the monitoring of vehicle trips and the evaluation of TDM effectiveness at non-residential developments.</p> <p><u>Policy CIR-23</u> The County shall encourage the use of public transportation by tourists, visitors and commuters, and will work with wineries, the local hospitality industry, public and private employers, and the cities and town to develop incentives that encourage the use of these options and the development of private transit services.</p>	

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
		<p><u>Action Item CIR-23.1</u> The County will solicit and maintain a database of information from businesses and discretionary permittees who have successfully implemented TDM measures, and will serve as a resource for information exchange between business owners, industry organizations and local chambers of commerce to facilitate expansion of successful TDM programs.</p> <p><u>Action Item CIR-23.2</u> The County will expand its Trip Reduction Program, which offers cash incentives to encourage County employees to commute using alternatives to the single-occupant vehicle, to include a grant program for qualifying local business operators that demonstrate a commitment to reducing vehicle trips generated by their businesses' customers and employees.</p>	
<p><u>Transportation</u> <u>Mitigation Measure 4.4.1f</u> The County shall provide a policy in the General Plan that requires the County of Napa to demonstrate leadership in implementation of programs encouraging the use of alternative modes of transportation by its employees, as well as the use</p>	<p><u>Policy CIR-26</u> Increase the attractiveness and use of energy-efficient forms of transportation such as public transit, walking, and bicycling through a variety of means, including promoting transit-oriented development in existing municipalities and urbanized areas and the use of transit by visitors to Napa County.</p>	<p><u>Policy CIR-20</u> The County, in coordination with NVTA's TDM division, shall update its Transportation System Management Ordinance (Chapter 10.28 of the County Code) to include measures that reduce commute trips to workplaces within the unincorporated County and a program to oversee implementation.</p>	<p>The Draft Circulation Element text retains existing General Plan policy in support of TDM, and augments those policies to include specific recommendations of TDM programs, including periodic reporting on the effectiveness of TDM programs and a</p>

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
<p>of alternative fuels. Example programs shall include:</p> <ul style="list-style-type: none"> <li>• Preferential carpool parking and other ridesharing incentives,</li> <li>• Flexible working hours,</li> <li>• A purchasing program that favors hybrid, electric or other non-gasoline vehicles,</li> <li>• Secure bicycle parking,</li> <li>• Transit incentives</li> </ul>	<p><u>Policy CIR-28</u> The County supports programs to reduce single-occupant vehicle use and encourage carpooling, transit use, and alternative modes such bicycle, walking, and telecommuting, and shall seek to maintain total trips in the County using travel modes other than private vehicles (transit, walking, bicycling, public transit, etc.) at least at the 2006 levels.</p> <p><u>Action Item CIR-28.1</u> Work with major employers and the Napa County Transportation and Planning Agency to offer incentives for carpooling and the use of cost-efficient ground transportation alternatives to the private automobile.</p> <p><u>Action Item CIR-28.2</u> Adopt hours of operation/schedules for County meetings (e.g., Planning Commission and Board of Supervisors) which are coordinated with public transit availability in order to make it easier for residents to use transit when doing business with the County. The County shall encourage schools and other public agencies to do the same.</p>	<p><u>Action Item CIR-20.1</u> The County will support implementation of a ride-matching or ridesharing service pilot program.</p> <p><u>Action Item CIR-20.2</u> The County will promote telecommuting at office-based businesses throughout the County.</p> <p><u>Action Item CIR-20.3</u> The County will periodically report to the Board of Supervisors on the results of the monitoring of vehicle trips and the evaluation of TDM effectiveness at non-residential developments.</p> <p><u>Policy CIR-22</u> As a major employer, the County of Napa shall demonstrate leadership in the implementation of programs encouraging the use of transit, walking, and bicycling by its employees, as well as the use of alternative fuels. Example programs may include:</p> <ul style="list-style-type: none"> <li>• Preferential carpool parking and other ridesharing incentives;</li> <li>• Flexible working hours or telecommuting where consistent with job duties and customer service needs;</li> <li>• A purchasing program that favors hybrid, electric or other non-gasoline vehicles;</li> <li>• Assisting in the development of demonstration projects for alternative fuel</li> </ul>	<p>commitment of funding toward their expansion. The revision also strengthens the County's commitment to implementing its adopted bicycle and pedestrian plans, by requiring rather than encouraging developers to include multi-modal improvements in site design of proposed projects.</p>

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
	<p><u>Policy CIR-29</u> As a major employer, the County of Napa shall demonstrate leadership in the implementation of programs encouraging the use of alternative modes of transportation by its employees, as well as the use of alternative fuels. Example programs may include:</p> <ul style="list-style-type: none"> <li>• Preferential carpool parking and other ridesharing incentives;</li> <li>• Flexible working hours or telecommuting where consistent with job duties and customer service needs;</li> <li>• A purchasing program that favors hybrid, electric or other non-gasoline vehicles;</li> <li>• Assisting in the development of demonstration projects for alternative fuel technologies such as ethanol, hydrogen, and electricity;</li> <li>• Secure bicycle parking; and</li> <li>• Transit incentives.</li> </ul> <p><u>Policy CIR-33</u> Pedestrian and bicycle access shall be integrated into all parking lots where feasible and appropriate and considered in the evaluation of development proposals and public projects.</p>	<p>technologies such as ethanol, hydrogen, and electricity;</p> <ul style="list-style-type: none"> <li>• Secure bicycle parking; and</li> <li>• Transit incentives.</li> </ul> <p><u>Policy CIR-23</u> The County shall encourage the use of public transportation by tourists, visitors and commuters, and will work with wineries, the local hospitality industry, public and private employers, and the cities and town to develop incentives that encourage the use of these options and the development of private transit services.</p> <p><u>Action Item CIR-23.1</u> The County will solicit and maintain a database of information from businesses and discretionary permittees who have successfully implemented TDM measures, and will serve as a resource for information exchange between business owners, industry organizations and local chambers of commerce to facilitate expansion of successful TDM programs.</p> <p><u>Action Item CIR-23.2</u> The County will expand its Trip Reduction Program, which offers cash incentives to encourage County employees to commute using alternatives to the single-occupant vehicle, to include a grant program</p>	

General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
	<p><u>Policy CIR-34</u> Where they are not needed for other transportation purposes and where such use would implement the Napa Countywide Bicycle Plan or other County-adopted master plan, newly abandoned rail rights-of-way shall be used for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes, provided that they are compatible with adjacent uses and sufficient funding is available for right-of-way acquisition, construction, and long-term maintenance.</p> <p><u>Policy CIR-35</u> The County shall work with the Napa County Transportation and Planning Agency, the incorporated cities and town, other agencies, and development projects to work toward implementation of the Napa Countywide Master Bicycle Plan.</p> <p><u>Policy CIR-36</u> The needs of pedestrians and bicyclists shall be routinely considered and, where possible, accommodated in all roadway construction and renovation projects.</p>	<p>for qualifying local business operators that demonstrate a commitment to reducing vehicle trips generated by their businesses' customers and employees.</p> <p><u>Policy CIR-11</u> Facilities supporting multimodal access, including but not limited to designated areas for pick-up/drop-off activities, shall be integrated into the site layout of development projects, frontage improvements, and public projects, wherever such facilities are appropriate and can be physically accommodated. The Countywide Bicycle Plan and Countywide Pedestrian Plan shall be referenced in determining appropriate bicycle and/or pedestrian treatments at specific locations. Amenities serving public and private transportation providers and multimodal connections between private properties are encouraged, particularly in circumstances where such amenities and connections could provide an alternative to single-occupant vehicle travel on public roadways and where the amenity or connection would reduce VMT.</p>	

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	<u>Objective CIR-3</u> The County shall work with Caltrans and other agencies to construct or designate approximately 40 miles of additional bicycle lanes in Napa County by 2030, consistent with priorities identified in the Napa Countywide Bicycle Master Plan.		
<u>Transportation</u> <u>Mitigation Measure 4.4.1g</u> The County shall include a policy in the General Plan that requires all developments along fixed transit routes to provide amenities designed to encourage carpooling, bicycle, and transit use in coordination with NCTPA. Typical features would include bus turnouts/access, bicycle lockers, and carpool/vanpool parking.	<u>Policy CIR-32</u> All developments along fixed transit routes shall provide appropriate amenities designed to encourage carpooling, bicycle, and transit use. Typical features could include public bus turnouts/access located in coordination with the Napa County Transportation and Planning Agency, bicycle lockers, and carpool/vanpool parking.	<u>Policy CIR-12</u> All developments along fixed transit routes shall provide appropriate amenities designed to support transit use, such as bus turnouts or other access points located in coordination with NVT A, bus shelters, and comfortable routes for transit users to walk or bicycle between the development and the nearest bus stop. The County shall require installation of relevant amenities as a condition of approval of discretionary permits.  <u>Action Item CIR-12.1</u> Update the County Zoning Code to include requirements and standards related to transit amenities in development projects.	The text of the adopted policy in the General Plan is generally retained but is also recommended to be strengthened to require installation of transit amenities as conditions of approval of discretionary permits, and to include standards related to transit amenities as part of the County's zoning ordinance.
<u>Transportation</u> <u>Mitigation Measure 4.4.1h</u> The County shall include a policy in the General Plan that states where sufficient right of way is available,	<u>Policy CIR-37</u> Where sufficient right-of-way is available, bicycle lanes shall be added to County roadways when repaving or upgrading of the roadway occurs, provided that the bicycle	<u>Policy CIR-30</u> Bicycle facilities consistent with the Countywide Bicycle Plan shall be added to County roadways when repaving or upgrading of the roadway occurs. Where existing right-of-way is insufficient or the	The text of the adopted policy in the General Plan is generally retained but is also recommended to be strengthened to require

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<p>bicycle lanes shall be added to county roadways when repaving or upgrading of the roadway occurs as feasible.</p>	<p>facility would implement the Countywide Bicycle Master Plan. Additional paving shall be provided only where the facility meets the “Regional Assessment System” adopted by the Napa County Transportation and Planning Agency. The County shall encourage Caltrans to follow these same guidelines on state highways in Napa County.</p> <p><u>Policy CIR-36</u> The needs of pedestrians and bicyclists shall be routinely considered and, where possible, accommodated in all roadway construction and renovation projects.</p>	<p>facility is off-street, the County shall require dedication of adequate right-of-way for and, if appropriate, installation of the facilities as conditions of discretionary permit approval. The County shall encourage Caltrans to follow these same guidelines on State highways in Napa County.</p>	<p>developers to dedicate land as needed, or to dedicate land and install bicycle facilities when appropriate, as conditions of approval of discretionary permits.</p>
<p><u>Transportation Mitigation Measure 4.4.1i</u> The County shall provide a policy in the General Plan that requires that abandoned rail right-of-way shall be used for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes when feasible.</p>	<p><u>Policy CIR-25</u> Preserve rail corridors and the navigable sections of the Napa River as regional transportation assets, encouraging and not precluding their future use for recreational travel as well as for the movement of passengers and goods.</p> <p><u>Policy CIR-34</u> Where they are not needed for other transportation purposes and where such use would implement the Napa Countywide Bicycle Plan or other County-adopted master plan, newly abandoned rail rights-of-way shall</p>	<p><u>Policy CIR-31</u> Where they are not needed for other transportation purposes and where such use would implement the Countywide Bicycle Plan or other County-adopted master plan, newly abandoned rail rights-of-way shall be considered for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes, provided that they are compatible with adjacent uses and sufficient funding is available for right-of-way acquisition, construction, and long-term maintenance.</p> <p><u>Policy CIR-42</u></p>	<p>Not applicable. The Draft Circulation Element rennumbers the adopted General Plan policies but does not make substantive changes to their phrasing.</p>



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	<p>be used for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes, provided that they are compatible with adjacent uses and sufficient funding is available for right-of-way acquisition, construction, and long-term maintenance.</p> <p><u>Policy ROS-12.5 (Recreation and Open Space Element)</u> Prior to abandoning public rights of way, consider their potential suitability for recreational use. (See also Policy CIR-25).</p>	<p>Preserve rail corridors and the navigable sections of the Napa River as regional transportation assets, encouraging and not precluding their future use for recreational travel as well as for the movement of passengers and goods.</p> <p><i>No change recommended to adopted Recreation and Open Space Element policy.</i></p>	
<p><u>Transportation</u> <u>Mitigation Measure 4.4.1j</u> The County shall provide a policy in the General Plan that requires that pedestrian and bicycle access shall be integrated into all parking lots and considered in the evaluation of development proposals and public projects.</p>	<p><u>Policy CIR-33</u> Pedestrian and bicycle access shall be integrated into all parking lots where feasible and appropriate and considered in the evaluation of development proposals and public projects.</p>	<p><u>Policy CIR-11</u> Facilities supporting multimodal access, including but not limited to designated areas for pick-up/drop-off activities, shall be integrated into the site layout of development projects, frontage improvements, and public projects, wherever such facilities are appropriate and can be physically accommodated. The Countywide Bicycle Plan and Countywide Pedestrian Plan shall be referenced in determining appropriate bicycle and/or pedestrian treatments at specific locations. Amenities serving public and private transportation providers and multimodal connections between private properties are encouraged, particularly in circumstances where such amenities and connections could provide an</p>	<p>The revision in the Draft Circulation Element policy strengthens the County's commitment to implementing its adopted bicycle and pedestrian plans, by requiring rather than encouraging developers to include multimodal improvements in site design of proposed projects. The revised policy extends TDM improvements to those that promote carpooling, including in the language text referring to pick-up and drop-</p>



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		alternative to single-occupant vehicle travel on public roadways and where the amenity or connection would reduce VMT.	off areas to be available for use by public and private transportation providers.
<p><u>Mitigation Measure 4.4.4a</u> The County shall provide a policy in the General Plan Update that new development projects shall provide adequate parking to meet their anticipated parking demand and shall not provide excess parking that could stimulate unnecessary vehicle trips or commercial activity exceeding the site's capacity. The required parking supply shall be based on compliance with County Zoning Code parking requirements.</p>	<p><u>Policy CIR-23</u> New uses shall provide adequate parking to meet their anticipated parking demand and shall not provide excess parking that could stimulate unnecessary vehicle trips or commercial activity exceeding the site's capacity. The concept of shared parking may be considered.</p>	<p><u>Policy CIR-8</u> Developers of new land uses shall provide adequate parking or demonstrate that adequate parking exists to meet their anticipated parking demand and shall not provide excess parking that could stimulate unnecessary vehicle trips or commercial activity exceeding the site's capacity. Consideration of shared parking opportunities is encouraged.</p> <p><u>Action Item CIR-8.1</u> Update the County's parking requirements for all land uses, including wineries, to support carpool/vanpool options, to avoid over-supply of visitor and employee parking, and to set parking maximums in appropriate areas to support commute trip reduction goals.</p>	Text of the adopted General Plan policy is not substantively changed beyond a grammatical revision. A new action item is proposed to establish parking requirements for all land uses that support TDM programs such as carpools, augmenting the intent of the policy to reduce vehicle trips.
<p><u>Mitigation Measure 4.4.4b</u> The County shall provide a policy in the General Plan Update that requires roadway improvement projects expected to result in the loss of parking for an existing use to provide replacement parking if</p>	<p><u>Policy CIR-24</u> Parking lost as the result of roadway improvement projects shall be replaced to ensure that County Zoning Code parking standards are maintained.</p>	<p><u>Policy CIR-10</u> When parking is removed as a result of roadway improvement projects, surveys will be conducted before the project begins to evaluate demand for the parking that will be removed. County staff will review the survey results and will consider the level of parking demand, the nearby opportunities for shared parking options, and the applicable County</p>	The text of the Draft Circulation Element policy is proposed to be revised without reducing the requirement in the original policy that lost parking be replaced. Consistent with TDM measures also advocated in the Draft Circulation Element, the

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required meeting County Zoning Code parking requirements.		Zoning Code parking standards in determining whether the parking lost due to the improvements must be replaced.	revised text promotes preparation of a parking analysis to determine the extent, if any, of lost parking stalls that need to be replaced.
<p><u>Noise Mitigation Measure 4.7.4</u> The County shall include as a policy to the General Plan that a detailed noise analysis be conducted by a qualified noise consultant as part of roadway improvement project design where it is determined that a proposed roadway widening or extension may expose existing noise-sensitive land uses to traffic noise in excess of County noise standards or (in the case where noise standards have already been exceeded) could result in a substantial increase in traffic noise levels. The noise analysis shall identify anticipated noise impact to noise-sensitive receptors and identify noise attenuation features to mitigate substantial noise increases to the extent feasible. Such features may include noise</p>	<p><u>Policy CC-46 (Community Character Element)</u> Noise created by the construction of new transportation noise sources (such as new roadways or new rail service) shall be mitigated so as not to exceed maximum acceptable outdoor or indoor noise levels for existing noise-sensitive land uses. Mitigation may include the retrofitting of existing buildings with noise insulation to maintain interior quiet.</p> <p>A detailed noise analysis shall be conducted as part of roadway improvement design where a proposed road widening or extension may expose existing noise-sensitive land uses to traffic noise in excess of County noise standards or (in the case where noise standards have already been exceeded) result in a substantial increase in traffic noise levels. The analysis shall identify potential impacts to sensitive receptors and identify noise attenuation features to mitigate substantial noise increase to the extent feasible. Features</p>	<p><i>No change recommended to adopted Community Character Element policy.</i></p>	<p>Not applicable.</p>

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<p>barriers, retrofitting buildings with additional noise insulation, use of specialized construction materials or other appropriate measures. These features shall be incorporated in the roadway improvement design and implemented as part of construction of roadway improvements.</p>	<p>may include noise barriers, retrofitting buildings with additional noise insulation, use of specialized construction materials, or other appropriate measures. These features shall be incorporated into the roadway design and implemented as part of construction of roadway improvements.</p>		
<p><u>Air Quality</u> <u>Mitigation Measure 4.8.1a</u> The County shall include policy provisions in the General Plan to provide incentives and opportunities for the use of energy-efficient forms of transportation such as public transit, carpooling, walking, and bicycling. This will include the provision and/or extension of transit to urban areas where development densities (residential and nonresidential) would support transit use, as well as bus turnouts/access, bicycle lockers, and carpool/vanpool parking.</p>	<p><u>Policy CIR-26</u> Increase the attractiveness and use of energy-efficient forms of transportation such as public transit, walking, and bicycling through a variety of means, including promoting transit-oriented development in existing municipalities and urbanized areas and the use of transit by visitors to Napa County.</p> <p><u>Action Item CIR-28.1</u> Work with major employers and the Napa County Transportation and Planning Agency to offer incentives for carpooling and the use of cost-efficient ground transportation alternatives to the private automobile.</p> <p><u>Policy CIR-29</u> As a major employer, the County of Napa shall demonstrate leadership in the implementation</p>	<p><u>Policy CIR-11</u> Facilities supporting multimodal access, including but not limited to designated areas for pick-up/drop-off activities, shall be integrated into the site layout of development projects, frontage improvements, and public projects, wherever such facilities are appropriate and can be physically accommodated. The Countywide Bicycle Plan and Countywide Pedestrian Plan shall be referenced in determining appropriate bicycle and/or pedestrian treatments at specific locations. Amenities serving public and private transportation providers and multimodal connections between private properties are encouraged, particularly in circumstances where such amenities and connections could provide an alternative to single-occupant vehicle travel on public roadways and where the amenity or connection would reduce VMT.</p>	<p>The Draft Circulation Element text retains existing General Plan policy in support of TDM and augments those policies to include specific recommendations of TDM programs, including periodic reporting on the effectiveness of TDM programs and a commitment of funding toward their expansion. The revision also strengthens the County's commitment to implementing its adopted bicycle and pedestrian plans, by requiring rather than encouraging developers to include multi-modal improvements in site design of proposed projects.</p>

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	<p>of programs encouraging the use of alternative modes of transportation by its employees, as well as the use of alternative fuels. Example programs may include:</p> <ul style="list-style-type: none"> <li>• Preferential carpool parking and other ridesharing incentives;</li> <li>• Flexible working hours or telecommuting where consistent with job duties and customer service needs;</li> <li>• A purchasing program that favors hybrid, electric or other non-gasoline vehicles;</li> <li>• Assisting in the development of demonstration projects for alternative fuel technologies such as ethanol, hydrogen, and electricity;</li> <li>• Secure bicycle parking; and</li> <li>• Transit incentives.</li> </ul> <p><u>Policy CIR-32</u> All developments along fixed transit routes shall provide appropriate amenities designed to encourage carpooling, bicycle, and transit use. Typical features could include public bus turnouts/access located in coordination with the Napa County Transportation and Planning Agency, bicycle lockers, and carpool/vanpool parking.</p>	<p><u>Policy CIR-12</u> All developments along fixed transit routes shall provide appropriate amenities designed to support transit use, such as bus turnouts or other access points located in coordination with NVTa, bus shelters, and comfortable routes for transit users to walk or bicycle between the development and the nearest bus stop. The County shall require installation of relevant amenities as a condition of approval of discretionary permits.</p> <p><u>Action Item CIR-12.1</u> Update the County Zoning Code to include requirements and standards related to transit amenities in development projects.</p> <p><u>Policy CIR-19</u> The County strongly supports Transportation Demand Management (TDM) strategies as a means of accommodating economic growth while moderating the negative effects of personal vehicle travel on the County's transportation infrastructure and on the quality of life of County residents and visitors. Non-residential development in the County shall include TDM strategies to reduce single-occupant vehicle use, thereby encouraging more energy-efficient forms of transportation and contributing toward the County's greenhouse gas emission reduction goals. The County may require</p>	

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	<p><u>Action Item CIR-32.1</u> Update the County Zoning Code to include requirements and standards related to carpooling, bicycling, and transit amenities in development projects.</p> <p><u>Policy CIR-37</u> Where sufficient right-of-way is available, bicycle lanes shall be added to County roadways when repaving or upgrading of the roadway occurs, provided that the bicycle facility would implement the Countywide Bicycle Master Plan. Additional paving shall be provided only where the facility meets the “Regional Assessment System” adopted by the Napa County Transportation and Planning Agency. The County shall encourage Caltrans to follow these same guidelines on state highways in Napa County.</p> <p><u>Objective CIR-3</u> The County shall work with Caltrans and other agencies to construct or designate approximately 40 miles of additional bicycle lanes in Napa County by 2030, consistent with priorities identified in the Napa Countywide Bicycle Master Plan.</p> <p><u>Policy CON-69 (Conservation Element)</u></p>	<p>ongoing monitoring of vehicle trips to non-residential developments, in order to evaluate the effectiveness of the TDM strategies employed. TDM strategies to be considered include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Subsidized transit passes or other incentives for transit usage;</li> <li>• Participation in a neighborhood or employer-sponsored shuttle program;</li> <li>• Provision of multimodal connections to nearby transit stops, neighboring properties, or other destinations;</li> <li>• On-site accommodation for bicyclists (such as bicycle parking facilities and showers/lockers for employees who bicycle);</li> <li>• Incentives for carpool/vanpool participation, and/or priority parking for carpool/vanpool users;</li> <li>• Alternative work schedules/telecommuting;</li> <li>• Participation in a subsidized car share or ride share program; and,</li> <li>• Modifications to parking policies, such as parking pricing, reduced supply, or financial incentives for employees who do not use a parking space.</li> </ul> <p><u>Action Item CIR-20.1</u> The County will support implementation of a ride-matching or ridesharing service pilot program.</p>	

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	<p>The County shall provide incentives and opportunities for the use of energy-efficient forms of transportation such as public transit, carpooling, walking, and bicycling. This shall include the provision and/or the extension of transit to urban areas where development densities (residential and nonresidential) would support transit use, as well as bus turnouts/access, bicycle storage, and carpool/vanpool parking where appropriate.</p>	<p><u>Action Item CIR-20.2</u> The County will promote telecommuting at office-based businesses throughout the County.</p> <p><u>Policy CIR-23</u> The County shall encourage the use of public transportation by tourists, visitors and commuters, and will work with wineries, the local hospitality industry, public and private employers, and the cities and town to develop incentives that encourage the use of these options and the development of private transit services.</p> <p><u>Action Item CIR-23.1</u> The County will solicit and maintain a database of information from businesses and discretionary permittees who have successfully implemented TDM measures, and will serve as a resource for information exchange between business owners, industry organizations and local chambers of commerce to facilitate expansion of successful TDM programs.</p> <p><u>Action Item CIR-23.2</u> The County will expand its Trip Reduction Program, which offers cash incentives to encourage County</p>	

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		<p>employees to commute using alternatives to the single-occupant vehicle, to include a grant program for qualifying local business operators that demonstrate a commitment to reducing vehicle trips generated by their businesses' customers and employees.</p> <p><u>Policy CIR-30</u> Bicycle facilities consistent with the Countywide Bicycle Plan shall be added to County roadways when repaving or upgrading of the roadway occurs. Where existing right-of-way is insufficient or the facility is off-street, the County shall require dedication of adequate right-of-way for and, if appropriate, installation of the facilities as conditions of discretionary permit approval. The County shall encourage Caltrans to follow these same guidelines on State highways in Napa County.</p> <p><i>No change recommended to adopted Conservation Element policy.</i></p>	
<p><u>Human Health/Risk of Upset Mitigation Measure 4.9.4</u> The County shall include a General Plan policy that requires subsequent development proposals in the unincorporated community of Angwin, Napa Pipe site and the</p>	<p><u>Policy SAF-20 (Safety Element)</u> All new development shall comply with established fire safety standards. Design plans shall be referred to the appropriate fire agency for comment as to:</p> <ol style="list-style-type: none"> <li>1) Adequacy of water supply.</li> </ol>	<p><i>No change recommended to adopted Safety Element policy.</i></p>	<p>Not applicable.</p>



General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
Pacific Coast/Boca site include provisions for adequate emergency vehicle access for evacuation as well as for access by emergency vehicles consistent with the requirements of the County and Public Resources Code Section 4290 subject to County approval.	<ol style="list-style-type: none"> <li>2) Site design for fire department access in and around structures.</li> <li>3) Ability for a safe and efficient fire department response.</li> <li>4) Traffic flow and ingress/egress for residents and emergency vehicles.</li> <li>5) Site-specific built-in fire protection.</li> <li>6) Potential impacts to emergency services and fire department response.</li> </ol>		
<u>Public Services and Utilities</u> <u>Mitigation Measure 4.13.1.1a</u> The County shall include a General Plan policy that requires that facilities constructed in caves shall be required to conform to access and fire suppression requirements as determined by the Napa County Fire Department based on the cave's use or occupancy.	<u>Policy SAF-13 (Safety Element)</u> Facilities constructed in caves shall be required to conform to access/egress and fire suppression requirements as determined by the County based on the cave's use or occupancy. Mechanical, electrical, and plumbing permits are required for cave improvements, a building permit is required for the cave's portal, and a grading permit is required for movement or disposal of cave spoils.	<i>No change recommended to adopted Safety Element policy.</i>	Not applicable.
<u>Public Services and Utilities</u> <u>Mitigation Measure 4.13.1.1b</u> The County shall include a General Plan policy that requires that all new development shall comply with established fire safety standards. Design plans shall be referred to the appropriate fire agency for comment to verify	<u>Policy SAF-20 (Safety Element)</u> All new development shall comply with established fire safety standards. Design plans shall be referred to the appropriate fire agency for comment as to: <ol style="list-style-type: none"> <li>1) Adequacy of water supply.</li> <li>2) Site design for fire department access in and around structures.</li> </ol>	<i>No change recommended to adopted Safety Element policy.</i>	Not applicable.



General Plan EIR (2008) Mitigation Measure	Adopted General Plan Circulation Element (2008) Policy	Proposed Draft Circulation Element (2018) Policy	Description of Revision
<p>compliance with applicable requirements as to:</p> <ul style="list-style-type: none"> <li>• Adequacy of water supply for firefighting.</li> <li>• Site design for fire department access in and equipment in and around structures.</li> <li>• Ability for a safe and efficient fire department response.</li> <li>• Site-specific built-in fire protection features.</li> </ul>	<p>3) Ability for a safe and efficient fire department response.</p> <p>4) Traffic flow and ingress/egress for residents and emergency vehicles.</p> <p>5) Site-specific built-in fire protection.</p> <p>Potential impacts to emergency services and fire department response.</p>		
<p><u>Public Services and Utilities Mitigation Measure 4.13.9.1.b</u></p> <p>The County shall include a policy in the General Plan that increases (by the year 2030) the number and length of non-motorized, off-street trails available to walkers, joggers, bicyclists and equestrians. This will include provisions for the completion of the San Francisco Bay Trail through the County and sections of the Bay Area Ridge Trail.</p>	<p><u>Policy ROS-12 (Recreation and Open Space Element)</u></p> <p>By 2030, increase the number and length of non-motorized, off-street trails available for walkers, joggers, bicyclists, and equestrians.</p> <p><u>Action Item ROS-12.1 (Recreation and Open Space Element)</u></p> <p>In partnership with the Napa County Regional Parks and Open Space District, establish numeric objectives for increased off-street trails and acreage of dedicated open space accessible to the public.</p>	<p><i>No changed recommended to adopted Recreation and Open Space Element policies.</i></p> <p><u>Policy CIR-11</u></p> <p>Facilities supporting multimodal access, including but not limited to designated areas for pick-up/drop-off activities, shall be integrated into the site layout of development projects, frontage improvements, and public projects, wherever such facilities are appropriate and can be physically accommodated. The Countywide Bicycle Plan and Countywide Pedestrian Plan shall be referenced in determining appropriate bicycle and/or pedestrian treatments at specific locations. Amenities serving public and private transportation providers and multimodal</p>	<p>No changes are recommended to be made to adopted Recreation and Open Space Element policies. In the Draft Circulation Element, policies are proposed to be added (Policy CIR-11) or retained without substantive modification (Policy CIR-31 and Policy CIR-42) to indicate the County's strengthened commitment to implementing its adopted bicycle and pedestrian plans, by requiring rather than encouraging</p>

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	<p><u>Policy ROS-15 (Recreation and Open Space Element)</u> The County, in coordination with and generally by working through the Napa County Regional Park and Open Space District, shall plan for and reserve land for recreational facilities and encourage non-commercial recreational development, including both parks and a comprehensive system of trails, in a manner and to the extent consistent with agricultural, water quality, and natural resource protection goals and the Trails Policy contained in this Element (Policy ROS-10). The following recreational opportunities are the County of Napa’s priorities (not necessarily in the order shown), which shall be addressed in greater detail in a park and recreation master plan to be prepared by the Napa County Regional Park and Open Space District:</p> <ul style="list-style-type: none"> <li>• Complete the San Francisco Bay Trail through Napa County, including both bicycle lanes and paths and, where possible, recreational alignments in close proximity to the Bay, the Napa River, and associated wetlands, including a recreational alignment between the cities of American Canyon and Napa adjacent to existing and</li> </ul>	<p>connections between private properties are encouraged, particularly in circumstances where such amenities and connections could provide an alternative to single-occupant vehicle travel on public roadways and where the amenity or connection would reduce VMT.</p> <p><u>Policy CIR-31</u> Where they are not needed for other transportation purposes and where such use would implement the Countywide Bicycle Plan or other County-adopted master plan, newly abandoned rail rights-of-way shall be considered for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes, provided that they are compatible with adjacent uses and sufficient funding is available for right-of-way acquisition, construction, and long-term maintenance.</p> <p><u>Policy CIR-42</u> Preserve rail corridors and the navigable sections of the Napa River as regional transportation assets, encouraging and not precluding their future use for recreational travel as well as for the movement of passengers and goods.</p>	<p>developers to include multi-modal improvements in site design of proposed projects, and by preserving rail and water assets for future transportation needs.</p>

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	<p>planned tidal wetlands west of the Napa County Airport.</p> <ul style="list-style-type: none"> <li>• Provide for direct and convenient recreational access to and along the Napa River in the vicinity of the City of American Canyon.</li> <li>• Support the provision of boating access to the Napa River, along with related facilities including docks, ramps, restrooms, and picnic and overnight stay areas, as part of a regional Bay Area Water Trail.</li> <li>• Support investigation of the feasibility of establishing a regional park at the site of the former American Canyon Landfill in cooperation with the Napa-Vallejo Waste Management Authority.</li> <li>• Support efforts by the City of American Canyon and the Napa County Regional Park and Open Space District to provide public access to the Newell Preserve and an off-street trail system linking the Newell Preserve and the Napa River.</li> <li>• Provide increased points of public access to the Napa River for nature-based recreation.</li> </ul>		

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	<ul style="list-style-type: none"> <li>• Implement sections of the proposed Bay Area Ridge Trail, with the ultimate objective of a continuous regional trail.</li> <li>• Implement sections of a Napa Valley Crest Trail that provides scenic overlooks and recreational opportunities among the ridge lands surrounding the Napa Valley, with the ultimate objective of a continuous trail that serves as one spine of an integrated trail network.</li> <li>• Complete the Lake Berryessa Trail.</li> <li>• Assure the permanent protection of Skyline Wilderness Park as a public park and nature-based recreation area through all appropriate means including but not limited to acquisition, state legislation, and local zoning requirements.</li> <li>• Provide more opportunities for walking, riding, bird watching, and environmental education in the publicly owned marshes in the southern area of the county.</li> <li>• Investigate the feasibility of a non-motorized trail, and implement sections as opportunities arise, connecting the communities of the Napa Valley.</li> </ul>		

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	<ul style="list-style-type: none"> <li>• Repair, restore, and operate the Oat Hill Mine Road as a non-motorized public recreational trail.</li> <li>• Focus on improving public access to and recreational facilities on existing public lands, such as watershed lands owned by water districts, and state and federal lands located primarily in the eastern parts of the County.</li> <li>• Connect scattered, landlocked, and discontinuous public lands through selective acquisitions from and/or land exchanges with willing landowners to provide habitat corridors, facilitate a connected system of trails, and improve the effective use and stewardship of existing public lands.</li> <li>• Support the improvement and operation of Lake Berryessa as a year-round recreation area providing a balanced and hospitable environment for nature-based recreation and motorized boating.</li> <li>• Coordinate with the Blue Ridge-Berryessa Natural Area (BRBNA) Partnership in identifying and implementing a system of recreational trails within Napa County and connecting to adjacent counties.</li> </ul>		

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	<ul style="list-style-type: none"> <li>Incorporate additional priorities that may be identified in a new park and recreation master plan to be developed by the Napa County Regional Park and Open Space District with the support of the County, as called for in Action Item ROS-2.1.</li> </ul> <p><u>Policy CIR-34</u> Where they are not needed for other transportation purposes and where such use would implement the Napa Countywide Bicycle Plan or other County-adopted master plan, newly abandoned rail rights-of-way shall be used for alternative uses such as public transit routes, bicycle paths, or pedestrian/hiking routes, provided that they are compatible with adjacent uses and sufficient funding is available for right-of-way acquisition, construction, and long-term maintenance.</p>		
<p><u>Visual Resources/Light and Glare Mitigation Measure 4.14.1d</u> The County shall provide a policy in the General Plan that requires new roadway construction or expansion to retain the current</p>	<p><u>Policy CIR-7</u> Roadway improvements shall be designed to conform to existing landforms and shall include landscaping and/or other treatments to ensure that aesthetics and rural character are preserved.</p>	<p><u>Policy CIR-16</u> Roadway modifications and capacity expansions shall be designed to conform to existing landforms and shall include landscaping and/or other treatments to ensure that aesthetics and rural character are preserved.</p>	<p>No changes are recommended to be made to adopted Community Character Element policies. In the Draft Circulation Element, the applicable policy requiring</p>

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<p>landscape characteristics of County designated scenic roadways. This will include retention of existing trees to the maximum extent feasible and required revegetation and recontouring of disturbed areas to match the existing landscape characteristics of areas along roadway improvements.</p>	<p><u>Policy CC-10 (Community Character Element)</u> Consistent with the County’s Viewshed Protection Program, new developments in hillside areas should be designed to minimize their visibility from the County’s scenic roadways and discourage new encroachments on natural ridgelines. The County shall continue implementation of the Viewshed Protection Program and shall apply the protective provisions of the program to all public projects.</p>	<p><u>Policy CIR-17</u> The County supports beautification programs for roadways in the unincorporated area. Roadway beautification shall be consistent with the character of the area in which the roadway is located and with other County policies related to preserving the character of the County including policies on signage as defined in the Community Character Element.</p> <p><i>No change recommended to adopted Community Character Element policy.</i></p>	<p>road modifications to respect the natural environment is renumbered but retained, and a new policy (Policy CIR-17) is proposed to be added to strengthen the County’s commitment to preservation of aesthetics in roadway projects.</p>
<p><u>Visual Resources/Light and Glare Mitigation Measure 4.14.2a</u> As part of planned roadway improvements identified under the Circulation Element, the County shall include a General Plan policy that requires the installation of landscaping with major roadway improvements (e.g., widening of Highway 12 in Jamieson Canyon) in areas identified where vehicle headlights would generate glare on existing residences.</p>	<p><u>Policy CC-13 (Community Character Element)</u> The County’s roadway construction and maintenance standards and other practices shall be designed to enhance the attractiveness of all roadways and in particular scenic roadways. New roadway construction or expansion shall retain the current landscape characteristics of County-designated scenic roadways, including retention of existing trees to the extent feasible and required re-vegetation and re-contouring of disturbed areas. In addition:</p> <p>a) The development of hiking trails and bicycle lanes should be coordinated, when possible, with scenic roadway corridors and should provide access for</p>	<p><i>No change recommended to adopted Community Character Element policy.</i></p>	<p>Not applicable.</p>

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	<p>the elderly and disabled in accordance with the Americans with Disabilities Act.</p> <p>b) A program to replant trees and shrubbery should be implemented in cases where they are removed during new roadway alignment.</p> <p>c) Opportunities should be explored for joint public/private participation in developing locations for roadside rests, picnic areas and vista points.</p> <p>d) Installation of landscaping shall be required in conjunction with major roadway improvements where necessary to screen existing residences from glare generated by vehicle headlights.</p>		
<p><u>Visual Resources/Light and Glare Mitigation Measure 4.14.2b</u> The County shall provide a policy in the General Plan that street lighting on County roadways shall be limited to the minimum amount needed for public safety and shall be designed to focus light where it is needed (e.g., intersections). Street lights shall consist of fixtures that</p>	<p><u>Policy CC-32 (Community Character Element)</u> Street lighting on County roadways shall be limited to the minimum amount needed for public safety and shall be designed to focus light only where it is needed.</p> <p><u>Action Item CC-32.1 (Community Character Element)</u> The County shall review and update as necessary its public works standards for street</p>	<p><i>No change recommended to adopted Community Character Element policies.</i></p>	<p>Not applicable.</p>



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are designed to block illumination of adjoining properties and prohibit light rays emitted from the fixture at angles above the horizontal plane.	lighting to require the installation of fixtures which reduce the upward or sideways spillover of light consistent with the requirements of state law.		