

a *significant* impact creating a hazard to the public or environment. (See mitigation provided.)

5. Safety Hazard for People Residing or Working in a Project Area within an Airport Land Use Plan

a. Programs and Policies

Development under the programs and policies of the proposed Housing Element Update has the potential to locate housing units within the vicinity of public use airports. However, the proposed Housing Element Update will be reviewed by the Airport Land Use Commission (ALUC) to ensure compatibility between proposed policies and programs and the county's airports. This review process will help to resolve potential safety hazards related to airports. In addition, Section 18.80 of the County Code establishes the Airport Compatibility Combination District (:AC Combination District), which regulates development in the vicinity of public use airports. The :AC Combination District is applied to parcels in the vicinity of public airports and is intended to reduce airport-related risks. ALUC's review of the Housing Element Update and County Code requirements will ensure that safety hazard impacts associated with development near public airports would be *less than significant*.

Furthermore, housing constructed under three of the housing programs – the density bonus for mobile home parks, accessory units on Commercial Limited/Commercial Neighborhood parcels and redesignations in Monticello Road Rural Residential Area programs – would be subject to discretionary review from the County. Therefore, development projects under these programs would be subject to additional review for compliance with General Plan policies and other regulations.

Policy SAF-33 in the Safety Element of the Napa County General Plan states that all land uses and zoning within airport areas will be reviewed for compatibility with the adopted plans for general aviation facilities. Under CEQA, environmental review would be required for discretionary housing development projects under these programs, including a site-specific assess-

ment for hazards associated with nearby airstrips. Compliance with the policies of Napa County's General Plan and the required environmental review process would further ensure that safety hazards associated with private airstrips would be avoided.

b. Housing Sites

i. *Angwin*

The Angwin sites are located within 2 miles of the Angwin-Virgil O Parrett Field airport, and Angwin Site B is located within Zone F of the Airport Planning Area, which allows housing because of the low risk of impact. New dwelling units at these sites would implement all County Code Section 18.80 requirements pertaining to development within Airport Land Use Capability Plan (ALUCP) zones. In addition, the Housing Element Update will be reviewed by the ALUC prior to adoption to ensure that proposed development on the Angwin sites complies with ALUCP policies. Consultation with the ALUC and compliance with County Code restrictions will ensure that potential safety hazards associated with public and private airstrips would be reduced to *less-than-significant* levels.

ii. *Moskowite Corner and Spanish Flat*

None of the Moskowite Corner or Spanish Flat sites are located within 2 miles of a public airport. Therefore, there would be *no impact* associated with public airports as a result of development of these sites.

iii. *Napa Pipe*

The Napa County Airport is located approximately 1.5 miles south of the Napa Pipe sites. The Napa Pipe sites are be within Zones D and E of the Napa County Airport ALUCP. Zone D, which covers the southern portion of the Napa Pipe sites, identifies an area of moderate accident risk, frequent noise intrusion and routine overflights below the altitude of 1,000 feet. For this zone, all residential uses and landfills are considered incompatible. Densities of over 150 persons per acre in and outside of structures are considered incompatible. The Housing Element Update does not propose residential uses within Zone D and the redesignation to Transitional would be imple-

mented by rezoning the Zone E portion of the property for residential use and the Zone D portion for business park use.

Zone E covers the remainder of the Napa Pipe sites and presents a low accident risk, with overflight annoyance being the primary impact element within this area. This zone allows residential uses. The ALUCP also recommends that the ALUC review development plans prior to their approval in order to determine acceptable locations for residential uses. The Napa Pipe sites would comply with the ALUCP, so impacts associated with airport hazards would be *less than significant*.

6. Safety Hazard for People Residing or Working in a Project Area within the Vicinity of a Private Airstrip

a. Programs and Policies

There are five small, private airstrips located throughout Napa County. Development under the programs and policies of the proposed Housing Element has the potential to locate housing units within the vicinity of private use airstrips. However, development within a private airstrip land use plan would be required to comply with the regulations of such plans.

Furthermore, as stated in Section D.5.a above, housing constructed under three of the housing programs – the density bonus for mobile home parks, accessory units on Commercial Limited/Commercial Neighborhood parcels and redesignations in Monticello Road Rural Residential Area programs – would be subject to discretionary review from the County. Therefore, development projects under these programs would be subject to additional review for compliance with General Plan policies and other regulations.

Policy SAF-33 in the Safety Element of the Napa County General Plan states that all land uses and zoning within airport areas will be reviewed for compatibility with the adopted plans for general aviation facilities. Under CEQA, environmental review would be required for discretionary housing development projects under these programs, including a site-specific assessment for hazards associated with nearby airstrips. Compliance with the poli-

cies of Napa County's General Plan and the required environmental review process would further ensure that safety hazards associated with private airstrips would be avoided.

b. Housing Sites

i. *Angwin, Spanish Flat and Napa Pipe*

None of the Angwin, Spanish Flat or Napa Pipe sites are located within the vicinity of a private airstrip. Therefore, there would be *no impact* associated with private airstrips as a result of development of these sites.

ii. *Moskowite Corner*

The Moskowite Corner sites are located within the vicinity of the Moskowite Airport, a private airstrip in Capell Valley. This airstrip is located approximately 1 mile northwest of the Moskowite Corner sites, on Capell Valley Road. There is no land use compatibility plan prepared for this airstrip. Given the distance between the proposed housing and this small private airstrip, safety hazard impacts would be *less than significant*.

7. Interference with an Adopted Emergency Response Plan or
Emergency Evacuation Plan

Napa County's adopted emergency response plans include the OAHMP and the Hazardous Materials Release Response Plans. New dwelling units constructed as a result of proposed Housing Element Update would most likely be distributed throughout the county, not be concentrated in any one area, and therefore, would not impair or physically interfere with the implementation of these emergency plans. In addition, as noted in General Plan Policy SAF-7.5, increasing the supply of workforce housing provides the opportunity for first responders to live locally and be readily available in case of emergency. Furthermore, California Public Resources Code 4290 establishes regulations regarding road standards for fire equipment access, signage, private water supply reserves and fuel breaks. Therefore, potential impacts would be *less than significant*.