
3.7 - Hazards and Hazardous Materials

3.7.1 - Introduction

This section describes the existing hazards and hazardous materials setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on site reconnaissance performed by Michael Brandman Associates and a database search performed by Environmental Data Resources, Inc. The database search results are provided in Appendix G.

3.7.2 - Environmental Setting

Hazardous Materials

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic - causes human health effects
- Ignitable - has the ability to burn
- Corrosive - causes severe burns or damage to materials
- Reactive - causes explosions or generates toxic gases

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contain technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Site Reconnaissance

Advanced Environmental Concepts, Inc. (AEC) conducted site reconnaissance of the Stanly Ranch as part of a Preliminary Phase-I Environmental Site Assessment, dated January 2006. Michael Brandman Associates personnel conducted site reconnaissance of the project site and pipelines alignment in February 2009 and April 2009. Below is a summary of the observations.

Project Site

The project site contains mostly vineyards. The vineyards are improved with hard-packed dirt roads that form the perimeter and bisect the vineyard. Six wind machines used for frost protection are present on the project site and are fueled by propane stored in aboveground storage tanks (ASTs). No evidence of contamination to the adjacent soil was identified near the wind machines.

A cistern and associated wood structure sit atop a knoll surrounded by mature pine trees in the southern portion of the project site. The cistern is believed to have been constructed in the early 20th century. The cistern is a concrete bowl of approximately 10 feet in depth. The wooden structure resembles a small barn and encloses the cistern. The structure is covered with a corrugated metal sheet roof. Both the cistern and wooden enclosure appear to be in poor condition, with no evident signs of recent maintenance or upkeep.

A depression that contains seasonal wetland is located at the northern base of the knoll. The depression is characterized by grassy vegetation.

Pipelines Alignment

The pipelines alignment follows paved roads, unpaved roads, and the banks and channels of the Napa River. The paved roads are characterized by an asphalt surface. The unpaved roads consist of compacted gravel and earth. The banks of the Napa River are characterized by riparian vegetation.

Records Search

Environmental Data Resources, Inc. (EDR) performed a search in November 2005 of federal, state, and local databases listing contaminated sites, Brownfield sites (a development site having the presence or potential presence of a hazardous substance, pollutant, or contaminant), underground storage tank (UST) sites, waste storage sites, toxic chemical sites, contaminated well sites, clandestine drug lab sites, and other sites containing hazardous materials. The record search results are discussed below.

Project Site

The project site is not listed on any hazardous materials databases.

Surrounding Land Uses

Two sites within 0.5 mile of the project site were identified in the database search. The sites are summarized in Table 3.7-1. Neither site is a risk to the project site.

Table 3.7-1: Record Search Summary

Name	Location	Database(s)	Remarks
Carneros Valley Investors	1451 Stanly Lane	CA FID UST, CORTESE, LUST, SWEEPS UST, UST	These listings concern the ranch compound, which contained two former USTs that dispensed diesel and gasoline, which were removed from the property during 1989. The diesel tank had apparently leaked diesel into the underlying soil. The case was closed following a subsurface assessment and remedial action consisting of soil removal.

Table 3.7-1 (Cont.): Record Search Summary

Name	Location	Database(s)	Remarks
Alex L. Rasmussen	2125 Cuttings Wharf Road	CA FID UST, HIST UST, SWEEPS UST	This site is an active UST site. No spills or leaks have been reported.
<p>Notes: CA FID UST = Facility Inventory Database. Contains a historic listing of active and inactive underground storage tank locations from the State Water Resources Control Board. CORTESE = Cortese Hazardous Waste and Substances Site List. Encompasses sites listed on the LUST, SWF/LF, and Cal-Sites databases. No longer updated. HIST UST = Hazardous Substance Storage Container Database. Historical listing of underground storage tank sites. LUST = Leaking Underground Fuel Tank Report. Contains records of reported leaking underground storage tank incidents. SWEEPS UST = Statewide Environmental Evaluation and Planning System. Lists underground storage tank locations. No longer updated. UST = Active UST facilities gathered from the local regulatory agencies. Source: Environmental Data Resources, 2005.</p>			

Common Hazardous Materials

Below are descriptions of common hazardous materials that may be found on developed and agricultural sites. The likelihood of encountering these materials is evaluated, based on site reconnaissance observations by AEC and Michael Brandman Associates.

Asbestos

Asbestos is the name given to a number of naturally occurring, fibrous silicate minerals mined for their useful properties, such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos is commonly used as an acoustic insulator, thermal insulation, fireproofing, and in other building materials. Asbestos is made up of microscopic bundles of fibers that may become airborne when asbestos-containing materials are damaged or disturbed. When these fibers get into the air, they may be inhaled into the lungs, where they can cause significant health problems. The California Occupational Health and Safety Administration (CalOSHA) defines asbestos-containing construction materials as any material that contains more than 0.1 percent asbestos by weight.

The wooden enclosure is a simple, wood-frame structure with a corrugated metal roof. It does not contain building materials likely to contain asbestos (e.g., roofing shingles, composite siding, linoleum flooring, acoustic ceiling tiles, furnace and water heater exhaust piping and insulation, glues and mastics, stucco, joint compounds, and composite wallboards). In addition, no “Transite” irrigation piping, which contains asbestos-containing materials, was observed in the vineyards.

Lead

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably in paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Primary sources of lead exposure are deteriorating lead-based paint, lead-contaminated dust, and lead-contaminated soil. Both the U.S. Environmental Protection Agency and the California Department of Health Services define lead paint as containing a minimum of 0.5

percent by weight. Lead-containing waste materials with a concentration greater than 0.1 percent are considered hazardous waste by California law.

The wooden enclosure is not painted; therefore, the likelihood of encountering lead-based paint is very low.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls (PCBs) are mixtures of synthetic chemicals with similar chemical structures. PCBs can range from oily liquids to waxy solids. Because of their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications, including electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics, and rubber products; in pigments, dyes, and carbonless copy paper; and many other applications. Electrical transformers are one of the most common sources of PCBs.

No electrical transformers were observed within the project site; therefore, the likelihood of encountering PCBs is very low.

Mercury

Mercury is a naturally occurring element that is found in air, water, and soil that has traditionally been used to make products such as fluorescent lamps, switches, and thermometers. Mercury exposure at high levels can harm the brain, heart, kidneys, lungs, and immune system of people of all ages. Scientific studies have shown that high levels of mercury in the bloodstream of unborn babies and young children may harm the developing nervous system, making a child less able to think and learn.

There are no fluorescent lamps, switches, or thermometers on the project site; therefore, the likelihood of encountering mercury is very low.

Radon

Radon is a carcinogenic, radioactive gas resulting from the natural breakdown of uranium in soil, rock, and water. Radon gas enters a building through cracks in foundations and walls. Once inside the building, radon decay products may become attached to dust particles and inhaled, or the decayed radioactive particles alone may be inhaled and cause damage to lung tissue. The U.S. EPA has established a safe radon exposure threshold of 4 picoCuries per liter of air (pCi/l).

The California Department of Health Services indicates that indoor radon tests in the 94559 zip code, in which the project site is located, found that two of 14 samples (14 percent) contained radon concentrations above 4.0 pCi/l. Indoor radon tests in the 94558 zip code, which encompasses the northern portions of Napa, found that nine of 66 samples (14 percent) contained radon concentrations above 4.0 pCi/l. The California Department of Public Health classifies zip codes with 7 to 20 percent of samples exceeding 4.0 pCi/l to be areas of moderate radon potential.

High-Voltage Power Lines

High-voltage power lines emit electromagnetic fields (EMFs), which have been alleged to be a cause of cancer. However, scientific research has never conclusively established a link between EMFs and cancer.

A Pacific Gas and Electric (PG&E) high-voltage tower line runs in an east-west direction approximately 1,200 feet north of the project site. Given the distance between the project site and the tower line, EMFs exposure is not considered a significant issue.

A PG&E low-voltage overhead power line parallels the east side of Stanly Lane. This line is located approximately 50 feet east of the roadway. Given this distance and the low voltage of the line, it would not have the potential to expose the project site to EMFs.

Pipelines

A PG&E natural gas pipeline is present within Stanly Lane.

Aviation

The Napa County Airport is located approximately 3 miles southeast of the project site. The County-owned airport consists of three runways, ranging from 2,510 to 5,931 feet in length. The Federal Aviation Administration indicates that more than 65,000 aircraft operations occur at or within 20 miles of the airport.

Wildland Fires

The project site, as well as the rest of the Stanly Ranch, contains vineyards and agricultural-related improvements. There is conflicting information about the fire hazard status of the Stanly Ranch. The City of Napa General Plan, adopted in 1998, identifies the Stanly Ranch as “Fire Hazard Area” in Figure 8-8.

However, more recent information indicates that the Stanly Ranch is not a fire hazard area. The Napa Fire Department’s position is that the Stanly Ranch is not a fire hazard area. This is supported by the Cal Fire Napa County Fire Hazard Severity Zone Map, which classifies the Carneros region to the west of the project site as a “Moderate” fire hazard severity zone, the lowest possible rating. The Carneros region has similar land use characteristics as the Stanly Ranch (vineyards); therefore, it can be inferred that the “Moderate” fire hazard designation would likely be applicable to the project site.

3.7.3 - Regulatory Framework

Federal

Resource Conservation and Recovery Act

The 1976 Federal Resource Conservation and Recovery Act (RCRA) and the 1984 RCRA Amendments regulate the treatment, storage, and disposal of hazardous and non-hazardous wastes. The legislation mandated that hazardous wastes be tracked from the point of generation to their

ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities.

The 1984 RCRA amendments provided the framework for a regulatory program designed to prevent releases from USTs. The program establishes tank and leak detection standards, including spill and overflow protection devices for new tanks. The tanks must also meet performance standards to ensure that the stored material will not corrode the tanks. Owners and operators of USTs had until December 1998 to meet the new tank standards. As of 2001, an estimated 85 percent of USTs were in compliance with the required standards.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 introduced active federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. The act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous substances releases. The act deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

State

California State Aeronautics Act

The State Aeronautics Act, Public Utilities Code Section 21001, et seq., is the foundation for the California Department of Transportation's Division of Aeronautics aviation policies. The Division issues permits for and annually inspects hospital heliports and public-use airports, makes recommendations regarding proposed school sites within 2 miles of an airport runway, and authorizes helicopter landing sites at/near schools. Aviation system planning provides for the integration of aviation into transportation system planning on a regional, statewide, and national basis. The Division of Aeronautics administers noise regulation and land use planning laws that foster compatible land use around airports and encourages environmental mitigation measures to lessen noise, air pollution, and other impacts caused by aviation. The Division of Aeronautics also provides grants and loans for safety, maintenance, and capital improvement projects at airports.

California Health and Safety Code

The California Environmental Protection Agency has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Sections 25531, et seq. incorporate the requirements of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. Health and Safety Code Section 25534 directs facility owners storing or handling acutely hazardous materials in reportable quantities

to develop a Risk Management Plan (RMP). The RMP must be submitted to the appropriate local authorities, the designated local administering agency, and the EPA for review and approval.

City of Napa

General Plan

The General Plan establishes the following goals and policies related to hazards and hazardous materials that are applicable to the proposed project:

- **Goal HS-5:** To reduce the risk to life and property from wildland fires.
- **Policy HS-5.1:** The City shall require that development in high fire hazard areas provide adequate access roads, onsite fire protection systems, signage, flame-retardant building materials, and fire breaks.
- **Policy HS-5.2:** The City shall continue to implement the Uniform Fire Code as the City's basic regulations for fire prevention and suppression.
- **Policy HS-5.3:** The City shall continue to implement the Hazardous Fire Areas Fire Protection Standard in the City's wildland/urban intermix areas in order to reduce the risk from wildland fires.
- **Goal HS-6:** To protect development from hazards and associated impacts due to aircraft and prevent incompatible land uses in the vicinity of the airport.
- **Policy HS-6.1:** The City shall coordinate with the ALUC the review of development proposals on lands within the RUL to determine consistency with the Napa County Airport Land Use Compatibility Plan.
- **Policy HS-6.2:** The City shall limit building heights for airspace protection in accordance with Federal Aviation Regulations Part 77.
- **Policy HS-6.3:** The City shall restrict land uses within ALUCP Zones C, D and E (see Figure 8-10) that would create increased hazard risks (e.g., low mobility, highly sensitive to noise) in accordance with the use, density and design criteria provided in the ALUCP.
- **Policy HS-6.4:** The City shall give consideration to the proximity of flight patterns, frequency of overflight, terrain conditions and type of aircraft in determining the acceptable locations for residential uses in Zone E.
- **Policy HS-6.6:** The City should cluster development, to the extent feasible, to preserve open land for safety purposes in Zones C and D of the ALUCP (see Figure 8-10).
- **Policy HS-6.7:** The City shall require the dedication of overflight easements and/or deed notices when subdivisions or new construction are proposed on property within the jurisdiction of the ALUC.

County of Napa

Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan identifies two categories of flight hazards: physical obstructions and land use characteristics.

Physical obstructions are associated with tall objects or structures. The Airport Land Use Compatibility Plan establishes a height restriction of 35 feet above the ground for objects located within Zones D and E.

Land use characteristics involve uses that may produce hazards to aviation. Specific characteristics prohibited within the airport land use planning boundaries are listed below:

- Glare or distracting lights, which could be mistaken for airport lights
- Sources of dust, steam, or smoke that may impair pilot visibility
- Sources of electrical interference with aircraft communications or navigation
- Any use which may attract large flocks or birds, especially landfills or certain agricultural uses

3.7.4 - Methodology

This section is based on the information contained in the EDR Database Search, dated November 14, 2005, which is provided in Appendix G. The database search was used to determine if the project site or nearby properties are listed on a hazardous materials database. Additional information was provided by the Phase-I Preliminary Environmental Site Assessment, dated January 2006, prepared by AEC. This report was used to describe the existing site conditions. Michael Brandman Associates conducted site reconnaissance of the project site in February 2009 and April 2009 to reconfirm the descriptions contained in the Phase-I Preliminary Environmental Site Assessment. Finally, Michael Brandman Associates consulted with the Napa City Fire Department to determine the potential for wildland fires to adversely affect the project site.

3.7.5 - Thresholds of Significance

According to Appendix G, Environmental Checklist, of the CEQA Guidelines, hazards and hazardous materials impacts resulting from the implementation of the proposed project would be considered significant if the project would:

- a.) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b.) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?
- c.) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Refer to Section 7, Effects Found Not To Be Significant.)
- d.) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

- e.) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f.) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Refer to Section 7, Effects Found Not To Be Significant.)
- g.) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h.) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

3.7.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Past and Present Use

Impact HAZ-1: **The past and present uses of the project site would not create a significant hazard to the public or the environment.**

Impact Analysis

This impact evaluates the potential for the past and present uses of the project site to create a significant hazard to the public or the environment. Note that the pipelines alignment is within paved and unpaved roadways, riparian areas, and the Napa River. None of these areas was identified as containing any past or present use associated with hazardous materials. Therefore, this analysis will focus on the 93-acre project site.

Nearby Land Uses

The database record search indicated that 1451 Stanly Lane, located east of the project site, formerly contained two USTs. Upon removal in 1989, contaminated soil was observed. The property owner remediated the soil and the Napa County Environmental Health Department issued a letter of no further action in 1990. The case is listed as closed. The Phase I Preliminary Environmental Site Assessment concluded that this property does not pose a risk to any parts of the Stanly Ranch, including the project site. Therefore, the development of the proposed project would not expose human health or the environment to hazardous materials associated with the past or present uses of surrounding properties.

The sewer and recycled water pipelines alignment would be located within paved and unpaved roadways in the vicinity of the 1451 Stanly Lane property and would not traverse the area where the

former USTs were located. Therefore, the installation of the pipelines would not expose construction workers to hazardous materials associated with the former USTs.

Impacts would be less than significant.

Wind Machines

The project site contains six wind machines. The machines are fueled by aboveground propane storage tanks; however, the wind machines were previously powered by gasoline internally stored within top-mounted, 250-gallon tanks. No evidence of contamination to the adjacent soil was identified near the wind machines. Based on the lack of any visible signs of a gasoline release adjacent to the wind machines, the Phase-I Preliminary Environmental Site Assessment concluded that they do not pose a risk to the proposed project. Therefore, the removal and relocation of these machines would not expose human health or the environment to hazardous materials.

There are no wind machines located along the sewer and recycled water pipelines alignment. Therefore, there is no potential for the installation of the pipelines to expose construction workers to hazardous materials associated with the wind machines.

Impacts would be less than significant.

Natural Gas Pipeline

A PG&E natural gas pipeline is located within Stanly Lane. The wastewater and recycled water pipelines are routed to avoid the natural gas pipeline. Furthermore, the natural gas pipeline alignment and wastewater and recycled water pipeline alignments would be marked prior to pipeline construction activities in accordance with PG&E requirements. Therefore, pipeline construction activities would not be expected to result in any disturbance to the natural gas pipeline. Impacts would be less than significant.

Radon

The California Department of Health Services indicates that the two zip codes encompassing most of Napa (94558 and 94559) are areas of moderate radon potential based on indoor testing.

Radon moves more rapidly through permeable soils, such as coarse sand and gravel, than through impermeable soils, such as clays. Furthermore, structures with subterranean spaces (such as basements and underground parking garages) are most at risk of elevated indoor radon concentrations because the lower pressure within these uses has the ability to draw radon indoors.

The proposed project's design would partially imbed resort and winery buildings into slopes. These buildings would have one or more sides exposed and none would be "subterranean" (completely located underground). The centralized parking facility would be partially located underground but would be vented to allow exhaust to escape. This system would also allow the dilution of radon concentrations. Finally, as discussed in Section 3.5, Geology, Soils, and Seismicity, the project site

contains clay soils (Haire Loam and Haire Clay Loam), which limits the ability of radon to enter buildings. For these reasons, it would be reasonable to conclude that the resort and winery would not be at risk of unhealthful radon concentrations.

The sewer and recycled water pipelines would not be at risk of radon exposure because they would be completely sealed and not used for human occupancy.

Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Risk of Upset/Routine Transport, Use, or Disposal of Hazardous Materials

Impact HAZ-2:	The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.
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Impact Analysis

This impact is associated with hazards caused by the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, Mitigation Measure HYD-1 requires the project applicant to implement a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The proposed resort and winery would not be a large-quantity user of hazardous materials. Small quantities of commonly used hazardous materials would be used onsite, including cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (such as many cleaners), disinfectants, and fertilizers. These substances would be stored in secure areas and would comply with all applicable storage, handling, usage, and disposal requirements. The potential risks posed by the use and storage of these hazardous materials are

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primarily limited to the immediate vicinity of the materials. Transport of these materials would be performed by commercial vendors who would be required to comply with various federal and state laws regarding hazardous materials transportation.

Operational activities associated with the pump station may involve the regular use of small quantities of mechanical fluids and cleaning solvents. This facility would be secured and would not be publicly accessible.

In summary, the proposed project would not potentially create a significant hazard to the public or the environment from routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Aviation Hazards

Impact HAZ-3: **The proposed project would not result in an aviation safety hazard for people residing or working in the project area.**

Impact Analysis

The project site is located within the boundaries of the Napa County Airport Land Use Compatibility Plan. Specific characteristics prohibited within the airport land use planning boundaries are listed below:

- Glare or distracting lights, which could be mistaken for airport lights
- Sources of dust, steam, or smoke that may impair pilot visibility
- Sources of electrical interference with aircraft communications or navigation
- Any use which may attract large flocks or birds, especially landfills or certain agricultural uses

The proposed project would develop a resort and winery on the project site. The proposed project would not be a significant source of glare or distracting lights, dust, steam, smoke, or electrical interference. The project site contains close to 90 acres of vineyards and the proposed project would maintain more than 40 acres of vineyards. Vineyards do not attract large flocks or birds. Therefore, the proposed project would not create a hazard to aviation.

The sewer and recycled water pipelines would not have the potential to create aviation safety hazards because they would be located underground.

Impacts would be less than significant. Airport Land Use Compatibility Plan consistency is evaluated in detail in Impact LU-3 in Section 3.9, Land Use.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Emergency Response and Evacuation

Impact HAZ-4: **The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

Impact Analysis

Neither Stanly Lane nor Stanly Cross Road is a designated emergency response or evacuation route. Regardless, the proposed project does not contain any characteristics that would impair emergency response or evacuation to occur on these roadways (e.g., permanent road closures, roundabouts, hairpin turns). Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Wildland Fires

Impact HAZ-5: **The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.**

Impact Analysis

The project site, as well as the rest of the Stanly Ranch, contains vineyards and agricultural-related improvements. There is conflicting information about the fire hazard status of the Stanly Ranch. The Napa City Fire Department was contacted about this issue in April 2009 and stated that it does not consider the Stanly Ranch to be a significant fire hazard area. Since the Napa City Fire Department is

the fire protection agency that would serve the proposed project, its determination is considered the prevailing one. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.