
3.9 - Land Use

3.9.1 - Introduction

This section describes the existing land use 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 personnel and review of the City of Napa General Plan, the Napa Municipal Code, the Napa County Airport Land Use Compatibility Plan, and the proposed St. Regis Napa Valley Master Plan.

3.9.2 - Environmental Setting

Land Use

Project Site

The project site occupies 93 acres in the center of the Stanly Ranch. The project site is bounded by vineyards (west and north), Stanly Lane (east), and Stanly Cross Road (south). The project site's topography is characterized by two large knolls in the southern portion of the site and a depression in the middle of the site. Vineyards occupy most of the site, with a seasonal wetland located in the depression. The southeastern knoll, known as Cistern Hill, features a cistern and associated wooden structure, which is surrounded by mature pine trees. The cistern is a remnant of the historic agricultural operations on the Stanly Ranch.

Exhibits 2-3a, 2-3b, and 2-3c provide photographs of the project site.

Wastewater and Recycled Water Pipelines Alignment

The alignment of the wastewater and recycled water pipelines alignment would contain portions of the Stanly Lane right-of-way, existing agricultural roads, the banks of the Napa River, the river itself, and the Napa Sanitation District Soscol Water Recycling Facility.

Exhibit 2 2-3d provides photographs of the pipelines alignment.

Surrounding Area – Project Site

West

Vineyards and rural residential uses are located west of the resort site. These land uses are located in unincorporated Napa County.

North

Stanly Lane, vineyards, SR-29, and the Napa River are located north of the project site. The vineyards on the west side of the original Stanly Lane alignment are located in unincorporated Napa County, while the vineyards on the east side of the roadway are in the City of Napa.

East

Stanly Lane, vineyards, SR-29, and the Napa River are located east of the project site. All of these uses are located in the City of Napa.

South

Vineyards, the Starmont Winery, and the Napa River are located south of the project site. All of these uses are located in the City of Napa.

Surrounding Area – Wastewater and Recycled Water Pipelines Alignment

The pipelines alignments would range from 4,820 to 6,440 lineal feet and make several turns. Accordingly, a more generic description of surrounding land uses is provided.

Within the Stanly Ranch, the pipelines alignment would follow Stanly Lane east to its terminus and then turn south along a levee. Surrounding land uses within the Stanly Ranch include vineyards, the Merryvale Winery, and SR-29.

Outside of the Stanly Ranch, the pipelines alignment would turn east and cross under the Napa River to the Soscol Water Recycling Facility. Surrounding land uses include the Napa River, riparian habitat, levees, and salt evaporation ponds.

Land Use Designations

Project Site

The City of Napa General Plan designates the resort site Resource Area. The Napa Zoning Ordinance designates the resort site Agricultural Resource, Airport Compatibility Overlay/Floodplain Management Overlay. The existing uses of the resort site are consistent with the land use designation.

Wastewater and Recycled Water Pipelines Alignment

The pipelines alignment traverses land designated Resource Area by the City of Napa General Plan (Stanly Ranch) and land designated Public-Institutional by the County of Napa General Plan (Soscol Water Recycling Facility). The lands within the City of Napa are zoned Agricultural Resource, Airport Compatibility Overlay/Floodplain Management Overlay. The lands within the unincorporated County are zoned Agricultural Watershed, Airport Compatibility Overlay.

Surrounding Land Uses

Table 3.9-1 provides General Plan and Zoning designations for land uses surrounding the project site.

Table 3.9-1: Surrounding Land Use Designations

Land Use	Relationship to Project Site	Jurisdictional Status	Land Use Designation	
			General Plan	Zoning
Vineyards/Rural Residential	West	Unincorporated Napa County	Agricultural Resource*	Agricultural Watershed, Airport Compatibility Overlay**

Table 3.9-1 (Cont.): Surrounding Land Use Designations

Land Use	Relationship to Project Site	Jurisdictional Status	Land Use Designation	
			General Plan	Zoning
Vineyards/Rural Residential	North	Unincorporated Napa County	Agricultural Resource*	Agricultural Watershed, Airport Compatibility Overlay**
Stanly Lane	East	City of Napa	N/A	N/A
Vineyards	East	City of Napa	Resource Area 210	Agricultural Resource, Airport Compatibility Overlay/Floodplain Management Overlay
SR-29	East	City of Napa	N/A	N/A
Vineyards/Starmonst Winery	South	City of Napa	Resource Area 210	Agricultural Resource, Airport Compatibility Overlay/Floodplain Management Overlay
Soscol Water Recycling Facility	South	Unincorporated Napa County	Public-Institutional*	Agricultural Watershed, Airport Compatibility Overlay**
Notes: * County of Napa General Plan designation ** County of Napa zoning designation Source: City of Napa, 1998; County of Napa, 2008.				

Aviation

The Napa County Airport is located approximately 2.25 miles southeast of the project site. The County owned airport provides 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.

The resort site is within Zone D (Common Traffic Pattern) and Zone E (Other Airport Environs) of the Napa County Airport Land Use Compatibility Plan.

3.9.3 - Regulatory Framework

State

State Aeronautics Act

The State Aeronautics Act requires each county with an airport to establish an Airport Land Use Commission to regulate land use around airports, in order to protect public safety and ensure that land uses near airports do not interfere with aviation operations. The Napa County Airport Land Use Compatibility Plan regulates land use around the Napa County Airport, as well as two other aviation facilities in the County, by requiring compliance with the policies of the plan. In certain circumstances, local governments have the ability to overrule the determinations of the Airport Land Use Commission.

Local

City of Napa

General Plan

The City of Napa General Plan provides a blueprint for growth within the Napa city limits and the Sphere of Influence. The Napa City Council adopted the most recent General Plan in 1998, which was reprinted with amendments in 2007. The General Plan contains 10 chapters: land use, housing, transportation, community services, parks and recreation, historic resources, natural resources, health and safety, noise, and administration. Each chapter establishes goals and policies to guide future land use activities and development within the General Plan boundaries.

Resource Area

The resort site is designated Resource Area by the General Plan. The General Plan describes the purpose and intent of the Resource Area land use designation as follows:

This designation is applied to sensitive lands inside the Rural Urban Limit (RUL) that require special standards due to viewshed, resource, habitat, geotechnical or other considerations that further the conservation and resource protection goals of the General Plan. Limited, very low-density residential use (up to 1 home per existing parcel) is permitted, with discretionary review of the site development details. Other low intensity uses, such as rural residential (to a maximum of 1 dwelling unit per 20 acres) or agriculture, may be considered at the discretion of the City on a case by case basis. All uses will be assessed to determine if they will impact or change the underlying character or feature that is intended for preservation by the RA designation.

Tourist Commercial

The project applicant is proposing to re-designate the resort site to Tourist Commercial. The General Plan describes the purpose and intent of Tourist Commercial land use designation as follows:

This designation provides for commercial retail and service uses oriented toward tourists and other visitors to the community. The designation includes destination-resort hotels, motels, and their recreational amenities, such as golf courses, tennis courts, and their related clubs and facilities. This designation also includes community and visitor-serving retail commercial, entertainment, restaurants, service stations, and similar compatible uses. Visitor-serving retail uses which emphasize the historic role of the Napa Valley in viticulture, such as wineries and wine centers, are also permitted. The FAR shall not exceed 1.00.

Municipal Code

The Napa Municipal Code provides regulation of land and structures in order to protect and promote health, safety, and welfare of the public, and to insure the orderly development of the City.

Agricultural Resource

The project site is currently zoned Agricultural Resource, which is described below.

The Agricultural Resource District is applied to lands within the RUL designated “Resource Area” or “Greenbelt” by the Napa General Plan. These are sensitive lands within the RUL that require special standards due to viewshed, resource, habitat, geotechnical or other considerations that further the resource protection goals of the General Plan. Primary purposes are:

1. To protect sensitive lands within the RUL that are not appropriate for urban development due to viewshed, resource, habitat, geotechnical or other considerations and are intended to remain unchanged or in very low intensity agricultural, private open space or residential use.
2. To retain large, agriculturally viable parcels and conserve the region’s economically important agricultural resources.
3. To meet Government Code requirements for open space zoning (in combination with the Parks and Open Space District).

Viticulture is identified as a conditional use applicable to specific standards.

Airport Compatibility Overlay

The project site is within the Airport Compatibility Overlay District. This zoning designation reflects the land use compatibility zones of the Napa County Airport identified by the Napa County Airport Land Use Compatibility Plan. The overlay incorporates the recommendations from the Napa County Airport Land Use Compatibility Plan, which are discussed in detail below.

Master Plan

The project applicant is proposing to establish a master plan district on the resort site to allow the development of the proposed resort. The Zoning Ordinance identifies the specific purposes of a master plan district:

- Promote and encourage cluster development on large sites (typically larger than 10 acres in size) to avoid sensitive areas of property and provide a mechanism for establishment of open areas in land development.
- Design the site as a whole, rather than incrementally.
- Encourage innovative design on large sites by allowing flexibility in property development standards.
- Accommodate various types of complex, mixed use, phased developments.
- In Mixed Use land use categories, to apply policies and general zoning standards associated with Mixed Use.

- Enable governmental bodies to receive information and provide an integrated response to immediate and long-range impacts of such developments.
- When applied to properties in advance of adoption of a property-specific master plan, to alert individuals to the requirement for preparation of a master plan.

The Zoning Ordinance requires that the master plan identify all permitted and conditional uses and set forth densities and intensities for land use activities. The Zoning Ordinance requires that master plan residential and non-residential densities not exceed the limits established in the General Plan.

County of Napa

Napa County Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan governs land use around three Napa County aviation facilities: the Napa County Airport, the Calistoga Gliderport, and Parrett Field. The Airport Land Use Compatibility Plan was adopted by the Napa County Airport Land Use Commission in April 1991 and revised in December 1999¹.

The proposed project is located within the planning area of Napa County Airport and, therefore, is subject to the applicable requirements of the Airport Land Use Compatibility Plan. Below is a summary of the applicable requirements.

Noise

Table 2-1 of the Airport Land Use Compatibility Plan identifies acceptable aviation noise levels by land use. Because the table does not identify “resort,” “hotel,” “visitor serving commercial,” or “winery,” as specified uses, the “service commercial” noise standards will be used since they are the most appropriate for the proposed resort and winery. Aviation noise levels of up to 60 dBA CNEL are listed as “clearly acceptable” and noise levels between 60 and 65 dBA CNEL are listed as “normally acceptable.” Noise levels between 65 and 75 dBA CNEL are listed as “marginally acceptable.”

Flight Hazards

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:

¹ The Napa County Planning Commission serves as the Airport Land Use Commission, with two additional members representing the aviation community.

- 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 that may attract large flocks or birds, especially landfills or certain agricultural uses

Zone D

The Airport Land Use Compatibility Plan provides the following description of Zone D in Table 3-1:

Common Traffic Pattern: This area is defined by the flight pattern of each airport and illustrated in the respective “Airport Impact Areas” figures contained in Part III. These areas are routinely overflown by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern altitude (about 1,000 feet above the ground) to as low as 300 feet above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g., downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists.

The Airport Land Use Compatibility Plan establishes the following standards for Zone D:

- Maximum density recommendation of 100 persons per acre inside structures for non-residential uses.
- Maximum density recommendation of 150 persons per acre (both indoors and outdoors) for non-residential uses.
- Residential uses are prohibited.
- Uses hazardous to flight are prohibited (i.e., features that attract large numbers of birds and sources of smoke, glare, distracting lights, or electrical interference).
- Overflight easement or deed restriction are required.
- Building envelopes and approach surfaces are required on all development plans within 100 feet of approach zones.
- Clustering is encouraged to maximize open land areas.
- Noise level reduction measures may be required for noise-sensitive uses.

The Airport Land Use Compatibility Plan states that most non-residential uses are considered “normally acceptable” within Zone D. Schools, libraries, hospitals, nursing homes, large shopping malls, amphitheaters, and ponds are identified as “not normally acceptable” within Zone D.

Zone E

The Airport Land Use Compatibility Plan provides the following description of Zone E in Table 3-1:

Other Airport Environs: An airport's influence area often extends beyond the typically defined compatibility zones during busy traffic hours and when larger aircraft are in the pattern. Aircraft overflights can occur anywhere in these areas when aircraft are departing or approaching an airport. Overflight annoyance is the primary impact element in these areas. The risk of accident is very low.

The Airport Land Use Compatibility Plan establishes the following standards for Zone E:

- Noise-sensitive outdoor uses are prohibited.
- Overflight easement or deed restriction are required.

The Airport Land Use Compatibility Plan states that any permitted use is considered "normally acceptable" within Zone E. Amphitheaters, landfills, and ponds are identified as "not normally acceptable" within Zone E.

3.9.4 - Methodology

Michael Brandman Associates (MBA) evaluated the potential for land use impacts through site reconnaissance and review of applicable land use policy documents. MBA personnel performed site reconnaissance on the project site and surrounding land uses in February, April, and May 2009. Photographs were taken of the project site and surrounding land uses to document existing conditions. MBA reviewed the City of Napa General Plan, the Napa Municipal Code, and the Napa County Airport Land Use Compatibility Plan to identify applicable policies and provisions that pertain to the proposed project. The proposed St. Regis Napa Valley Master Plan was reviewed to evaluate consistency with General Plan and Municipal Code requirements for master plan districts. Austin Wiswell, former head of the California Department of Transportation, Division of Aeronautics (Caltrans Aeronautics), served as senior reviewer of the Airport Land Use Compatibility Plan consistency analysis.

3.9.5 - Thresholds of Significance

According to Appendix G, Environmental Checklist, of the CEQA Guidelines, land use impacts resulting from the implementation of the proposed project would be considered significant if the project would:

- a.) Physically divide an established community? (Refer to Section 7, Effects Found Not To Be Significant.)
- b.) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local

coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- c.) Conflict with any applicable habitat conservation plan or natural communities conservation plan? (Refer to Section 7, Effects Found Not To Be Significant.)

3.9.6 - Project Impacts and Mitigation Measures

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

General Plan Consistency

Impact LU-1: **The proposed project would be consistent with applicable provisions of the City of Napa General Plan.**

Impact Analysis

The proposed project is seeking a General Plan Amendment to develop a resort and winery on the project site. This impact will evaluate the General Plan Amendment and the proposed project's consistencies with the applicable goals and policies of the General Plan.

General Plan Amendment

The project site would be re-designated from Resource Area to Tourist Commercial. The analysis will consider both the General Plan Amendment criteria set forth in the General Plan, as well as the proposed project's consistency with the Tourist Commercial designation. Each is discussed below.

General Plan Amendment Criteria

General Plan Chapter 10 (Administration) sets forth requirements for assessing proposed General Plan Amendments. Generally, the chapter affords broad legislative discretion to the City Council in its consideration of such amendments. Policy A-1.4 identifies specific criteria to be considered in evaluating General Plan Amendments:

- **Policy A-1.4:** The following General Plan Amendment Procedure shall be followed.
 - a. Any General Plan Amendment shall be adopted in the same manner as provided for Zoning Ordinance Amendments, pursuant to Title 17, except as provided below.
 - b. An application for a General Plan Amendment shall be made in writing in a form prescribed by the Community Development Director during the months of January, May and September. This limitation shall not apply to General Plan Amendments initiated by the City Council, Planning Commission or Community Development Director. Individuals and/or groups seeking to change a general Plan land use classification independent of an application should contact the city council.
 - c. In considering a General Plan Amendment, the Planning Commission and City Council shall find that the Amendment is in the public interest and that there is internal consistency with other goals, policies and programs of the General Plan.

- d. Adoption of a General Plan Amendment shall be by resolution and shall be effective immediately.

Criteria *a*, *b*, and *d* concern the manner in which a General Plan Amendment is processed and, therefore, do not need to be evaluated. Criterion *c* requires that the Planning Commission and City Council find that the proposed General Plan Amendment is in the public interest and that it is internally consistent with the other goal, policies, and programs of the General.

Regarding the public interest finding, the proposed General Plan Amendment could be found to be consistent with that requirement for the following reasons:

- The General Plan Amendment would facilitate the development of a resort and winery that would result in a number of economic benefits for the City of Napa, including new tax revenues and employment opportunities.
- The General Plan Amendment would facilitate the development of a resort and winery that would be compatible with the agricultural characteristics of the Stanly Ranch and also further development of the region's agricultural economy.
- The General Plan Amendment would facilitate the development of a resort and winery that would balance future urban development with the retention of vineyards on the project site.

It should be acknowledged that the above-listed points are to demonstrate that the proposed project could be found to be consistent and are not meant to suggest or infer that the Planning Commission or City Council would concur or otherwise accept these findings.

The proposed project's consistency with applicable goals and policies of the General Plan is addressed below.

Tourist Commercial Designation

The Tourist Commercial designation allows destination-resort hotels and their recreational amenities. The General Plan states that visitor-serving retail uses that emphasize the historic role of the Napa Valley in viticulture, such as wineries and wine centers, are also permitted within the Tourist Commercial designation. Accordingly, the proposed resort and winery would be consistent with the allowed uses of the Tourist Commercial designation.

The General Plan establishes a FAR limit of 1.00 for the Tourist Commercial designation. The proposed project would develop less than 500,000 square feet of buildings on 93 acres, which equates to a FAR of 0.12 (499,999.99 square feet/[93 acres x 43,560 square feet/acre]). Therefore, the proposed resort and winery would be within the FAR limit of 1.00.

In summary, the proposed project would be consistent with the requirements of the Tourist Commercial designation. Impacts would be less than significant.

General Plan Consistency Analysis

Table 3.9-2 summarizes the proposed project’s consistency with the applicable goals and policies of the General Plan. As shown in the table, the proposed project would be consistent with all applicable goals and policies of the General Plan. Impacts would be less than significant.

Table 3.9-2: General Plan Consistency Analysis

Chapter	Goal/Policy		Consistency Determination
	No.	Text	
1 – Land Use	Goal LU-1	To maintain and enhance Napa’s small-town qualities and unique community identity.	Consistent: The proposed project consists of developing a resort within the Stanly Ranch. The resort would largely maintain the natural topography of the site, while also incorporating low-profile building design, vineyards, and landscaping to minimize aesthetics impacts. These characteristics would maintain the rural, agricultural character of the Stanly Ranch and contribute to the enhancement of Napa’s community identity.
	Policy LU-1.1	The City shall maintain the Rural Urban Limit (RUL) and Greenbelt designation to define the extent of urban development through the year 2020 and to provide for the maintenance of the city’s surrounding open space/agriculture to separate Napa from other communities.	Consistent: The project site is located within the RUL and, therefore, the development of the resort would be consistent with the City’s urban growth policies. The proposed project would also soften the transition to neighboring agricultural land uses outside of the RUL by providing more than 40 acres of vineyards onsite.
	Policy LU-1.4	The City shall recognize the importance of historic properties, districts, and aesthetic resources as contributors to the city’s identity.	Consistent: The cistern within the project site has been evaluated for historic significance. The evaluation concluded that the attributes of the feature have been appropriately documented and, therefore, its removal would not be considered a significant impact. Nonetheless, the applicant is considering retaining the cistern and incorporating it into the outdoor portion of winery, along with an interpretative exhibit detailing the history of the Stanly Ranch. As such, the history of the Stanly Ranch has been appropriately recognized and documented for posterity.
	Policy LU-1.6	The City shall designate SR-29, SR-121, and SR-221 as scenic corridors.	Consistent: The project site is partially visible from SR-29. A row

Chapter	Goal/Policy		Consistency Determination
	No.	Text	
		The City shall endeavor to improve the scenic character of these roads through undergrounding of utilities, increased landscaping, street tree planting, and other improvements.	of eucalyptus trees lines the east side of Stanly Lane near the project site, which serves to partially screen views of the project site from SR-29. The proposed project would implement low-profile building design, vineyards, and landscaping to minimize aesthetics impacts from the highway.
	Goal LU-2	To maintain the Rural Urban Limit (RUL) to contain urban development and support Napa County’s agricultural and other resource uses.	Consistent: The project site is located within the RUL. The proposed project would cluster buildings and improvements to allow the retention of more than 40 acres of vineyards on the 93-acre site. This would allow vineyards to be used as a buffer with neighboring agricultural uses and would serve to minimize land use conflicts.
	Policy LU-2.2	The City shall continue to cooperate with the County to ensure that land proposed for development within the RUL is annexed to the city, and land outside of the RUL is conserved primarily for agriculture and other resource and open space uses.	Consistent: The project site is located with both the RUL and the Napa city limits. The proposed project would cluster buildings and improvements to allow the retention of more than 40 acres of vineyards on the 93-acre site. This would allow vineyards to be used as a buffer with neighboring agricultural uses and would serve to minimize land use conflicts.
	Goal LU-3	To maintain an even rate of development within the RUL over the time frame of the General Plan.	Consistent: The project site is located within the RUL. The proposed project consists of the development of a resort that would be guided by a master plan. The resort would be served by urban services and utilities and implement measures to ensure compatibility with surrounding agricultural land uses. Therefore, the proposed project would be considered logical, managed growth that would be consistent with the objective of maintaining an even rate of development over the life of the General Plan.
	Policy LU-3.2	To minimize urban/rural conflicts (e.g., pesticides, odors, noise, vandalism, feral pets), the City shall ensure a buffer is provided (agricultural setback) between	Consistent: Although the proposed project would be considered a visitor-serving commercial use and not a residential use, it would nonetheless implement land use

Chapter	Goal/Policy		Consistency Determination
	No.	Text	
		residential uses on the periphery of the RUL and productive agricultural land outside the RUL.	compatibility measures with surrounding agricultural uses. Measures include locating the core resort activity center in the middle of the site, maintaining more than 40 acres of vineyards on the site including along boundaries with adjacent parcels, and establishing minimum setback requirements from neighboring properties.
	Policy LU-3.4	The City shall provide for the efficient development and redevelopment of land within the RUL in order to allow job and housing growth through the end of the planning period.	Consistent: The project site is located within the RUL and the proposed project is anticipated to create 500 jobs (382 full-time equivalent).
	Goal LU-5	To encourage attractive, well-located commercial development to serve the needs of Napa residents, workers, and visitors.	Consistent: The proposed project would develop a resort and winery on 93 acres of the Stanly Ranch. The resort and winery would employ contemporary, high-quality architectural elements to create an appealing destination for guests. In addition, buildings would be screened from view from surrounding land uses through the retention of the natural topography and more than 40 acres of vineyards. Finally, the proposed project would be accessible from SR-12, SR-29, and SR-121. Collectively, these characteristics indicate that the proposed project would provide an attractive, well-located commercial development.
	Policy LU-5.3	The City shall require major new commercial projects to be designed to support mass transit and alternative modes of transportation.	Consistent: The resort's internal circulation system would be designed to emphasize walking and bicycling within the resort grounds. In addition, the resort would be accessible to the existing bicycle/pedestrian trail along Stanly Lane. The resort operator would also provide regular employee and guest shuttle service as an alternative to passenger vehicle use.
	Policy LU-5.6	Free-standing or clustered tourist commercial uses (e.g., entertainment, commercial recreation, lodging, fuel) shall be located in areas where traffic patterns are oriented to major arterial	Consistent: The project site is located in the Stanly Ranch, an agricultural area that is accessed from SR-12, SR-29, and SR-121. Accordingly, the proposed project

Chapter	Goal/Policy		Consistency Determination
	No.	Text	
		streets and highways and/or where expansion or development will not adversely affect existing residential, office, or neighborhood commercial developments.	would be accessible to major highways and its vehicular trips would not affect existing residential, office, or neighborhood commercial developments.
	Policy LU-5.7	The City shall encourage developers of larger commercial projects to provide for on-site mixed uses that would allow employees to make non-work-related trips (e.g., banking, lunch, dry cleaning, recreation, child care) without having to use their automobiles.	Consistent: The proposed resort would provide dining facilities for employees, which would allow them to eat onsite and avoid offsite trips. Other types of mixed uses such as banking and dry cleaning would be incompatible with the proposed project’s design.
	Policy LU-5.8	The City shall encourage automobile-oriented uses to locate parking in areas less visible from the street (e.g., reverse frontage commercial centers).	Consistent: The proposed resort would provide a centralized parking facility that would not be visible from nearby streets or land uses. The facility would provide parking resort guests and most employees. Parking spaces would be provided adjacent to the vineyard units, but these spaces would be largely screened from view by buildings and vineyards.
	Goal LU-10	An urban pattern that recognizes the opportunities and constraints presented by the environmental setting and includes accessible natural amenities—including hills, watercourses, and wetlands—benefiting city residents, workers and visitors.	Consistent: The proposed project would retain as much of the natural topography of the project site as possible, including the depression that contains the seasonal wetland. The depression would be improved as a pond. According, the proposed project would recognize the opportunities and constraints presented by the environmental setting of the project site.
	Policy LU-10.1	The City shall promote an urban form that integrates the urban environment with the city’s natural features.	Consistent: The proposed project would retain as much of the natural topography of the project site as possible, including the depression that contains the seasonal wetland. The depression would be improved as a pond. According, the proposed project would provide an urban form that integrates the urban environment to the maximum extent feasible.
	Policy LU-10.2	The City shall continue to apply special development standards to proposed development within or adjacent to the following areas: <ul style="list-style-type: none"> • Riparian corridors and wetlands (including the Napa River); 	Consistent: The proposed project would be guided by a Master Plan that would facilitate the integration of enhancement of the onsite seasonal wetland and retention the natural topography of the project site.

Chapter	Goal/Policy		Consistency Determination
	No.	Text	
		<ul style="list-style-type: none"> • Hillsides; • Critical wildlife habitat; and • Agricultural land outside the RUL 	<p>The Master Plan would also facilitate the preservation of agricultural land outside the RUL by maintaining more than 40 acres of vineyards of the project site, which would soften the transition to neighboring agricultural lands and minimize land use conflicts. Accordingly, the proposed project would be consistent with the objectives of using development standards to facilitate preservation and enhancement of significant environmental features.</p>
	Policy LU-10.3	The City shall encourage the maintenance of wildlife corridors (as described in Chapter 7, Natural Resources) and discourage the fragmentation of large natural plant communities when environmentally sensitive sites are developed.	<p>Consistent: The seasonal wetlands connect to a drainage and, therefore, could be classified as a wildlife corridor. The proposed project would integrate the seasonal wetland and enhance it by improving it as a pond. Note that there are no large natural plant communities on the project site.</p>
	Policy LU-10.4	The City may require planned unit and cluster forms of developments in environmentally sensitive areas	<p>Consistent: The proposed resort and winery cluster buildings and site improvements in selected areas of the project site to preserve the natural topography and minimize the aesthetic impact of development.</p>
	Policy LU-10.5	<p>When proposed development within the density ranges prescribed by the underlying land use designation is inconsistent with conservation of critical environmental resources, the City Council may reduce the project size, scale, or density (to less than the minimum density) provided the City Council makes one or more of the following findings:</p> <p>a. The site has specific physical constraints which may include but not be limited to geologic, flood, fire, or erosion hazards, that substantially limit design and development alternatives; or</p> <p>b. The site has specific environmental or cultural resources which may include but not be limited to riparian or marshland/wetland areas, archaeological or other historical resources that would be adversely affected by a projected</p>	<p>Consistent: The proposed resort and winery would have an FAR of 0.12, which is well within 1.00 standard for the Tourist Commercial designation. The site plan integrates the natural features of the site (i.e., topography) and would maintain more than 40 acres of vineyards of the 93-acre site. Therefore, the proposed project would be consistent with conservation of critical environmental resources.</p>

Chapter	Goal/Policy		Consistency Determination
	No.	Text	
		developed at the minimum densities prescribed by the General Plan; or c. The site is adjacent to or close to (within ¼ mile) of important agricultural resources or other areas devoted to permanent agricultural activities which in the City Council’s judgment are significant and would be adversely affected by a project developed at the minimum densities prescribed by the General Plan.	
2 – Housing	Goal H-1	A Vital and Diverse Community — We are a balanced, vital and evolving community with a socially and economically diverse population that has preserved our small town feel and heritage, sense of community, beautiful natural environment, attractive neighborhoods, vital and diverse businesses and adequate services.	Consistent: The proposed project would provide a contemporary, visitor-serving commercial use that provides new jobs and commercial opportunities, while also preserving the topographical and agricultural characteristics of the Stanly Ranch. These attributes would contribute to enhancing the vitality and diversity of Napa.
	Policy H-1.1	Efficient Use of Land. The City shall promote creative and efficient use of vacant and built on land within its RUL to help maintain the City’s preeminent agricultural environment and open space.	Consistent: The project site is located within the RUL and the proposed project would maintain more than 40 acres of the 93-acre site as vineyards. In addition, the project features a winery that would use a minimum of 75 percent fruit grown in Napa County. This is consistent with the objective of efficiently using land and maintaining the agricultural environment.
	Policy H-1.8	Housing and Jobs Balance. The City shall make it a top priority to balance and promote housing opportunities to meet the needs of the workforce in Napa. The City shall continue to recognize Napa’s housing needs (i.e., population growth needs, employment needs and regional housing needs) when considering non-residential development proposals.	Consistent: The proposed project would create 500 new jobs (382 full-time equivalent), ranging from entry-level positions to highly skilled career opportunities. Based on current unemployment rates in Napa, Solano, and Sonoma counties, it would be expected that most of the positions could be filled from the local labor force. Therefore, the proposed project would contribute to job-housing balance through the employment of local workers. Refer to Section 3.11, Population, Housing, and Employment for further discussion.
	Policy H-1.8a	Employee Housing. The City shall encourage employers developing large projects (200+ employees) to	Consistent: The proposed project’s employment opportunities are expected to be filled from the local

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		provide housing opportunities for their employees onsite or offsite.	labor force. Since these workers are expected to already be living within a reasonable distance of the project site, there would be no need to provide onsite housing. Note that there is existing farmworker housing on the Stanly Ranch. Refer to Section 3.11, Population, Housing, and Employment for further discussion.
3 – Transportation	Goal T-1	To provide for extension and improvement of the city’s roadway system to ensure the safe and efficient movement of people and goods.	Consistent: The proposed project would provide impact fees to mitigate for its traffic impacts. These fees would be used for transportation improvements and would contribute to the efficient movement of people and goods.
	Policy T-1.1	The City shall require all new development to mitigate traffic impacts in accordance with the circulation system classifications shown in Table 3-3 and reflected in the Future Circulation Improvements Diagram (Figure 3-2), with the following exceptions:	Consistent: The proposed project would contribute trips to the intersection of SR-29/SR-221-Soscol Ferry Road, which currently operates at unacceptable levels. The project applicant would provide fair-share fees to fund improvements to this intersection, which would consist of the construction of a flyover ramp. This would fully mitigate the proposed project’s impact on circulation. Refer to Section 3.13, Transportation for further discussion.
	a.	To encourage the use of alternatives to the personal automobile, all streets at the collector level and above are shown with five-foot bike lanes on each side. Except on designated bike routes, required bike lanes may be eliminated on a case-by-case basis, at the City’s discretion.	Consistent: Stanly Lane is designated as a collector roadway. There is an existing Class I bicycle/pedestrian path along the road, which serves as the equivalent of on-street bike lanes. This facility would be maintained by the proposed project.
	b.	Collector street standards may be adjusted for certain street development projects that involve: (1) completion of a final segment of an existing street; or (2) connection between existing streets built to previously applicable street standards. In such cases, the City may require conformance to the previous rather than current standards.	Not Applicable: Stanly Lane is designated as a collector roadway; however, the proposed project would not alter the roadway.
	c.	Cross sections shown in Figure 3-3a	No Applicable: No new public

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		and Figure 3-3b (with the exception of hillside/rural streets) have a 10-foot sidewalk/planting strip on each side of the street, and parking shoulders. Variations may be approved by the Public Works Director depending on site conditions and expected needs.	streets would be developed as part of the proposed project. Furthermore, the proposed project would maintain the existing Class I trail along Stanly Lane.																		
	d.	<p>Local Street Standards: Several local street cross sections are defined; minimum street standards are based on projected average daily traffic (ADT):</p> <table border="1"> <thead> <tr> <th colspan="3">Minimum Local Street Standards</th> </tr> <tr> <th>ADT</th> <th>Street Width</th> <th>Parking</th> </tr> </thead> <tbody> <tr> <td>Up to 250</td> <td>28 feet</td> <td>One side</td> </tr> <tr> <td>Up to 250</td> <td>32 feet</td> <td>Both sides</td> </tr> <tr> <td>251–650</td> <td>34 feet</td> <td>Both sides</td> </tr> <tr> <td>650–1,500</td> <td>36 feet</td> <td>Both sides</td> </tr> </tbody> </table> <p>Sidewalks: Sidewalks shall generally be provided on both sides of local residential streets. The standard street section designates 4' wide sidewalks separated by landscaping. Contiguous 5.5' sidewalks adjacent to curbs may be used where there is a parking lane, projected traffic volumes are less than 650 vehicles per day, and special design features are included to meet disabled access standards at driveways. The hillside/rural section provides greater flexibility for use in areas where site conditions make use of this cross section appropriate.</p> <p>On-Street Parking: On-Street parking shall be provided at a minimum ratio of 1.0 spaces per residential unit in addition to the on-site spaces required by the City's Zoning Ordinance. Parking shall generally be staggered. Where parking is provided on one side only, adequate space must be provided to allow vehicles to back out of driveways. Where lot frontages exceed 70 feet, at least five on-street spaces shall be</p>	Minimum Local Street Standards			ADT	Street Width	Parking	Up to 250	28 feet	One side	Up to 250	32 feet	Both sides	251–650	34 feet	Both sides	650–1,500	36 feet	Both sides	<p>Not Applicable: Stanly Lane and Stanly Cross Road are not designated as local streets.</p> <p>Not Applicable: Stanly Lane and Stanly Cross Road are not designated as local residential streets. On-street parking is allowed on both streets, a condition that would not change as a result of the proposed project. Both Stanly Lane and Stanly Cross Road are low-volume, rural roadways; therefore, requiring the installation of Class II bicycle lanes would not be necessary.</p>
Minimum Local Street Standards																					
ADT	Street Width	Parking																			
Up to 250	28 feet	One side																			
Up to 250	32 feet	Both sides																			
251–650	34 feet	Both sides																			
650–1,500	36 feet	Both sides																			

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		<p>provided within 200 feet of each driveway.</p> <p>Bikeways: For streets which are designated bikeways, the minimum widths shall be increased accordingly to accommodate bicycle facilities.</p> <p>The Public Works Director shall determine which local street cross section is appropriate in each case, and may approve minor modifications to local street standards, provided safe and adequate public access and circulation are preserved. The City will also review and revise as necessary, existing policies which regulate which street designs are public and which are private. Criteria will be established to restrict the use of public streets in specific situations.</p>	
	e.	<p>The hillside/rural section includes a variable width (10-foot minimum) utilities strip that allows for provision of sidewalks (as shown on the left of the cross section), off traveled way parking, or dedication for slope protection, as site conditions warrant. With standard 10-foot sidewalk/planter strips on each side, the 32-foot rural/hillside street may be appropriate in other areas, such as cul de sacs or loop streets serving up to 25 households, and small scale infill developments in the city's traditional and single family infill neighborhoods (i.e., TRI and SFI-designated areas, respectively). The Public Works Director may permit the use of this alternative street standard in these instances.</p>	<p>Not Applicable: No new public streets would be developed as part of the proposed project.</p>
	f.	<p>Street standards in Figure 3-3 are the preferred standards for new construction in newer parts of the city. In older, established parts of the city it may not be possible (or desirable) to implement these standards due to the presence of existing structures, other public facilities, or parcelization patterns. In these areas, collector and local street right-of-way standards are</p>	<p>Not Applicable: No new public streets would be developed as part of the proposed project.</p>

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		considered guidelines and may be modified at the discretion of the Public Works Director to support the historic development pattern.	
	Policy T-1.2	The City shall assess fees on new development sufficient to cover the fair share portion of that development’s impacts on the local and regional transportation system.	Consistent: The proposed project would provide impact fees to mitigate for its traffic impacts. These fees would be used for transportation improvements and would cover the proposed project’s fair-share responsibilities.
	Policy T-1.3	The City shall implement the major road improvements identified in Table 3-1 and any others necessary to allow the circulation system to provide adequate levels of service to accommodate future development.	Consistent: The proposed project would provide fair-share impact fees for the construction of a fly over ramp at SR-29/SR-221-Soscol Ferry Road. Although this improvement is not identified in Table 3-1, it would improve operations at this intersection to acceptable levels. Refer to Section 3.13, Transportation for further discussion.
	Policy T-1.4	The City shall establish plan lines and require that new developments reserve rights-of-way for widening projects and other road improvements identified in the General Plan.	Consistent: The proposed project would maintain the existing rights-of-way for Stanly Lane and Stanly Cross Road, enabling them to be preserved for future improvements.
	Policy T-1.5	The City shall require that new development construct improvements identified in the Capital Improvement Plan (CIP) as needed to serve the development.	Consistent: The proposed project would provide fair-share impact fees for the construction of a fly over ramp at SR-29/SR-221-Soscol Ferry Road. This improvement is identified in the regional transportation plan, and the proposed project would contribute to the implementation of this planned improvement. Note that the project does not directly trigger a need to construct any CIP projects. Refer to Section 3.13, Transportation for further discussion.
	Goal T-2	To maintain an adequate road system that is attractive and provides for efficient movement of people, goods, and services within the city, and adequate connections to the region and state.	Consistent: The proposed project would mitigate its impacts on circulation by providing fair-share fees for the construction of a flyover ramp at SR-29/SR-221-Soscol Ferry Road. The flyover ramp would improve operations at this intersection to acceptable levels and, therefore, contribute to the efficient

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			movement of people, goods, and services within the city, and adequate connections to the region and State. Refer to Section 3.13, Transportation for further discussion.
	Policy T-2.1	The City shall ensure that traffic levels of service (LOS) will not exceed midrange LOS D at all signalized intersections on arterial and collector streets with the following exceptions, where midrange LOS E will be permitted: a. Downtown Napa within the area bounded by Soscol Avenue, First Street, California Boulevard and Third Street; b. Jefferson Street between Third Street and Old Sonoma Road; and c. Silverado Trail between Soscol Avenue and First Street. In addition, until funding is available to improve the intersection of Trancas/Redwood and SR-29, LOS F shall be permitted.	Consistent: The intersection of SR-29/SR-221-Soscol Ferry Road currently operates at LOS F during the weekday afternoon and weekend peak hours. The proposed project would mitigate its impacts on this intersection by providing fair-share fees for the construction of a flyover ramp. The flyover ramp would improve operations at this intersection to acceptable LOS C. Refer to Section 3.13, Transportation for further discussion.
	Policy T-2.2	The City shall ensure that all new development and redevelopment will meet adopted service levels (LOS) for transportation facilities unless findings are made that achieving other specific public goals found in this General Plan outweigh this requirement.	Consistent: The intersection of SR-29/SR-221-Soscol Ferry Road currently operates at LOS F during the weekday afternoon and weekend peak hours. The proposed project would mitigate its impacts on this intersection by providing fair-share fees for the construction of a flyover ramp. The flyover ramp would improve operations at this intersection to acceptable LOS C. Accordingly, the proposed project's impacts on intersection operations would be fully mitigated and no findings would be necessary for this impact. Refer to Section 3.13, Transportation for further discussion.
	Policy T-2.3	The City shall focus on signalized intersections when evaluating street system LOS.	Consistent: The traffic analysis evaluated impacts to the signalized intersections of SR-12-SR-121/Stanly Lane, SR-12-SR-121/SR-29, and SR-29/SR-221-Soscol Ferry Road. Refer to Section 3.13, Transportation for further discussion.
	Policy T-2.5	The City shall ensure that streets are designed with attractive landscape amenities and street trees wherever	Consistent: Stanly Lane is lined with mature eucalyptus trees. The proposed project would not remove

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		possible.	any of these trees.
	Policy T-2.6	The City shall designate truck routes to avoid truck travel through residential neighborhoods whenever possible.	Consistent: Trucks and buses serving the proposed project would use Stanly Lane and Stanly Cross Road. There are no residential neighborhoods located along either street. Therefore, the proposed project’s truck and bus trips would avoid residential neighborhoods.
	Goal T-5	To develop and maintain an efficient and convenient transit system providing alternatives to the use of the personal automobile to residents, workers, and visitors within the city, with connections to Napa County and the region.	Consistent: The proposed resort and winery would provide employee shuttle service between the project site and other parts of Napa. The shuttle is intended to provide connections to VINE bus service and, therefore, would further the objective of developing and maintaining an efficient and convenient transit system. Refer to Section 3.13, Transportation for further discussion.
	Policy T-5.12	The City shall encourage developers to include public transit support and promotion of other alternatives to single occupancy vehicles (SOV) in commercial development projects. Support may include provision of discount bus passes to employees, bicycle facilities, transit information displays, and on-site transit facilities (turnouts or berthing space, shelters, and access).	Consistent: The proposed resort and winery would provide employee shuttle service between the project site and other parts of Napa. The shuttle is intended to provide connections to VINE bus service. In addition, the project is designed to promote bicycling and walking within the resort grounds through the provision of paths and bicycle storage facilities. Refer to Section 3.13, Transportation for further discussion.
	Policy T-5.13	The City shall consider some or all of the following programs, or other reasonable programs, encouraging alternatives to the private auto: a. Allow a reduction in the number of required parking spaces in a development in exchange for a financial commitment to alternative commute modes. b. Allow developers to contribute to the operating costs of new routes and/or increasing the frequency for buses serving their employees or customers in lieu of other transportation impact mitigation programs.	Consistent: The proposed resort and winery would provide employee shuttle service between the project site and other parts of Napa, and is intended to provide connections to VINE bus service. This would be consistent with item b) of this policy. Refer to Section 3.13, Transportation for further discussion.

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		c. Encourage commercial developers with projects projected to employ 50 or more people to provide carpool parking spaces close to the building entrances.	
	Policy T-5.15	The City shall define adequate access to a private commercial and/or industrial project to include egress through the property, pullout areas, handicapped accessible shelters and/or benches at passenger loading areas, signs, poles, and high grade pads for bus parking as necessary.	Consistent: The proposed project's internal circulation has been evaluated for adequacy. Passenger loading areas would be provided in appropriate areas of the resort and winery. Bus parking facilities would also be provided in appropriate locations. Refer to Section 3.13, Transportation for further discussion.
	Goal T-6	To develop and maintain a safe, integrated bicycle route network for residents and visitors, connecting key destinations to neighborhoods, neighborhoods to each other, and the City of Napa to the county	Consistent: A pedestrian/bike path is located along Stanly Lane. In addition, Stanly Lane and Stanly Cross Road are suitable for use by bicycles. The proposed project would not impair access to these facilities. The proposed project is designed to encourage bicycling and walking and, therefore, would be consistent with the larger objective of promoting safe and convenient bicycle use.
	Policy T-6.1	The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes. To this end, the City shall continue to implement the bicycle network shown in Figure 3-5.	Consistent: Although Figure 3-5 does not identify any bicycle routes within the Stanly Ranch, both Stanly Lane and Stanly Cross Road are suitable for use by bicycles. The proposed project is designed to encourage bicycling and, therefore, would be consistent with the larger objective of promoting safe and convenient bicycle use. Additionally, both roadways are part of the Bay Trail network; therefore, the proposed project would be readily accessible to this regional system.
	Policy T-6.8	The City shall provide for bicycle storage and access in future development.	Consistent: The proposed project would be designed to encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths and bicycling storage facilities. Refer to Section 3.13, Transportation for further discussion.
	Policy T-	The City shall promote bicycle	Consistent: The proposed project is

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	6.9	access in the site planning and design of all residential subdivisions over 20 units, and of all commercial or industrial projects over 20,000 square feet.	designed to encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths and bicycling storage facilities. Furthermore, this design would complement the existing bicycle/pedestrian path along Stanly Lane. Refer to Section 3.13, Transportation for further discussion.
	Goal T-7	To develop and maintain bicycle support facilities in appropriate locations to encourage the use of bicycle travel in Napa.	Consistent: The proposed project is designed to encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths and bicycling storage facilities. Furthermore, this design would complement the existing bicycle/pedestrian path along Stanly Lane. Collectively, these characteristics would promote bicycle travel in Napa.
	Policy T-7.1	The City shall continue to require that commercial and industrial projects requiring more than 10 parking spaces provide bicycle parking at the rate of 1 space per 10 parking spaces.	Consistent: Mitigation is proposed requiring that onsite bicycle parking be provided at a rate of 1 space per 10 parking spaces. Refer to Section 3.13, Transportation for further discussion.
	Policy T-7.2	The City shall provide for bicycle support facilities, as appropriate, in existing and new development.	Consistent: The proposed project would provide facilities such as bicycle/pedestrian paths and bicycling storage facilities.
	Goal T-9	To provide an interconnected pedestrian network providing safe access between residential areas, public uses, shopping, and employment centers, with special attention to a high quality downtown pedestrian environment with links to neighborhoods.	Consistent: The proposed project is designed to encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths. Furthermore, the applicant would install a Class I trail facility along the project frontage with Stanly Cross Road that would connect with the existing Class I facility along Stanly Lane. Collectively, these characteristics would promote an interconnected network that provides safe and convenient pedestrian travel.
	Policy T-9.1	The City shall require sidewalks along at least one side of all new local streets, and both sides of new and reconstructed arterial and	Consistent: The applicant would install a Class I trail facility along the project frontage with Stanly Cross Road. There is an existing Class I

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		collector streets.	trail facility along the project frontage with Stanly Lane. A mitigation measure is proposed requiring the applicant to install linkages between the Stanly Cross Road facility and the resort and winery internal pedestrian circulation system. This is consistent with the objective of enhancing pedestrian mobility.
	Policy T-9.2	The City shall require appropriate pedestrian access in all new developments.	Consistent: The applicant would install a Class I trail facility along the project frontage with Stanly Cross Road. A mitigation measure is proposed requiring the applicant to install linkages between the Stanly Cross Road facility and the resort and winery internal pedestrian circulation system.
	Policy T-9.10	The City shall promote the improvement of the pedestrian environment whenever feasible, particularly on high traffic volume streets.	Consistent: The applicant would install a Class I trail facility along the project frontage with Stanly Cross Road that would connect with the existing Class I facility along Stanly Lane. Furthermore, the proposed project is designed to encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths. Collectively, these characteristics would promote the improvement of the pedestrian environment within the Stanly Ranch.
4 – Community Services	Goal CS-1	To ensure the timely development of public facilities and the maintenance of adequate service levels for these facilities to meet the needs of existing and future city residents.	Consistent: The proposed project would be served by appropriate levels of urban services and utilities. The resort and winery would be served with potable water supplied by the City. The project involves the extension of sewer and recycled water service provided by the Napa Sanitation District. The Napa City Fire Department would provide emergency medical services and fire protection to the project. The Napa Police Department would provide police protection to the project. Refer to Section 3.12, Public Services and Utilities for further discussion.

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	Policy CS-1.1	The City shall plan and build infrastructure improvements that will: (1) accommodate growth demands without lowering levels of service; (2) support central city revitalization efforts; and (3) provide aesthetic enhancements to the city’s major gateways and scenic corridors.	Consistent: The proposed project involves the extension of sewer and recycled water service provided by the Napa Sanitation District. This would ensure that adequate infrastructure is provided to meet the urban service requirements of the proposed project.
	Policy CS-1.2	Where new development requires the construction of new public facilities, the new development shall fund its fair share of the construction of those facilities. The City shall require dedication of land within newly developing areas for required public facilities, as allowed by law.	Consistent: The project applicant would fund the extension of sewer and recycled water service to the project site. The project applicant and the Napa Sanitation District will enter into an agreement concerning ownership and maintenance of the pipelines.
	Policy CS-1.3	The City shall ensure through the development review process that adequate public facilities and services are available to serve new development.	Consistent: This EIR evaluates the proposed project’s impacts on public services and utilities. As discussed in Section 3.12, Public Services and Utilities, adequate levels of services and utilities would be available for the proposed project.
	Policy CS-1.4	The City shall require, to the extent legally possible, that new development pays the cost of providing new public facilities and services and/or the costs for upgrading of all existing facilities that it uses, based on the demand for these facilities attributable to the new development; exceptions may be made when new development generates significant public benefits (e.g., low-income housing, significant primary wage earner employment) and when alternative sources of funding can be identified to offset foregone revenues.	Consistent: The project applicant would fund the extension of sewer and recycled water service to the project site. The project applicant would also provide development fees to the City of Napa for fire, police, parks, and transportation in accordance with the City’s fee schedule.
	Policy CS-1.7	The City shall require that all new development meet adopted service levels for public facilities as established in the General Plan.	Consistent: As discussed in Section 3.12, Public Services and Utilities, adequate levels of services and utilities would be available for the proposed project.
	Goal CS-2	To ensure community order and public safety in Napa.	Consistent: The proposed project would develop a visitor-serving commercial use that would be staffed by onsite security and medical personnel. This would deter crime and allow for quick response to

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			medical incidents, which would be consistent with the objective of ensuring community order and public safety. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Goal CS-3	To maintain an adequate police force to ensure a safe and secure community.	Consistent: The Police Department was consulted about the proposed project's police protection needs and provided recommendations to reduce impacts to a level of less than significant. The recommendations have been incorporated as mitigation. Therefore, the proposed project would not impair the Police Department's ability to protect the community. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Goal CS-5	To provide emergency fire suppression services to protect life and property within the City.	Consistent: On behalf of the Fire Department, Citygate Associates evaluated the proposed project's impact on fire protection and emergency medical services provided recommendations to reduce impacts to a level of less than significant. The recommendations have been incorporated as mitigation. Therefore, the proposed project would not impair the Fire Department's ability to protect the community. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-5.4	The City shall require gated communities and private roads to be designed to allow for emergency access.	Consistent: The proposed project's internal roadways are designed to accommodate emergency vehicle access. Refer to Section 3.13, Transportation for further discussion.
	Policy CS-5.7	The City shall continue to require built-in fire protection using automatic fire sprinklers, Class B roofing, fire-resistant building materials, and similar measures.	Consistent: The proposed project's structures would comply with all applicable California Building Standards Code fire safety requirements. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Goal CS-6	To prevent fires and maintain safe neighborhood conditions through the use of community-oriented educational and involvement	Consistent: In consultation with the Fire Department, Citygate Associates evaluated the fire protection needs of the proposed project. Citygate's

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		programs.	recommendations are incorporated as mitigation measures. This is consistent with the objective of preventing fires and maintain safe conditions through involvement programs. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-6.2	In areas with inadequate fire flows, including those above 300-feet in elevation, the City shall require new development to incorporate design alternatives that will provide the necessary fire flows for both building fire sprinklers and fire hydrants.	Consistent: Citygate Associates determined that adequate fire flows are available to serve the proposed resort and winery. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-6.3	The City shall continue to improve the availability and clarity of fire standards and promote early consultation between the development community and fire prevention staff to ensure that fire protection concerns are considered during project design.	Consistent: Citygate Associates evaluated response times and determined that the proposed project would be served with acceptable rural response times. Citygate provided several recommendations to reduce calls for medical and fire emergencies, which are incorporated as mitigation measures. In addition, Citygate recommended that the proposed project participate in a Community Facilities District to fund the development of a new fire station in the southern portion of the City to improve response times. The evaluation of fire impacts and incorporation of recommendations are consistent with the objective of promoting early consultation between applicants and the Fire Department. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Goal CS-9	To ensure adequate, reliable, and safe water supplies to the community, even through drought periods of similar intensity as the 1986-1992 drought.	Consistent: The project site is currently served with potable water service provided by the City of Napa, which is used for irrigation. The proposed project includes the extension of recycled water service to the project site, which would replace the use of potable water for irrigation. Furthermore, mitigation is proposed requiring the proposed project to fully offset existing and future net increases in potable water demand with recycled water use.

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			Therefore, the proposed project would be consistent with the objective of ensuring adequate, reliable, and safe water supplies to the community. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-9.3	The City of Napa shall determine the firm yield available from existing and future SWP water supply sources and shall monitor and, if necessary, limit growth (new water system hook-ups) in order to guarantee drought year water supplies to existing and proposed development. Growth shall be monitored and, if necessary, limited as follows:	Consistent: The project site is currently served with potable water service provided by the City of Napa, which is used for irrigation. The proposed project includes the extension of recycled water service to the project site, which would replace the use of potable water for irrigation. Furthermore, mitigation is proposed requiring the proposed project to fully offset existing and future net increases in potable water demand with recycled water use. As such, the proposed project would not increase potable water demand. This EIR evaluates the proposed project's impacts on potable water and recycling water supplies, consistent with the requirement of the policy. Refer to Section 3.12, Public Services and Utilities for further discussion.
	1	The City shall not issue any building permits or similar ministerial entitlements for proposed structures that would increase net potable water consumption in the City or its service area in the absence of a letter from the Department of Public Works, stating that approval of the permit or other entitlement will not adversely affect the City's ability to adequately serve the public health and safety needs of all of its water customers during drought conditions.	
	2	In addition, when conducting environmental review for proposed development projects requiring General Plan amendments, specific plans, use permits, tentative subdivision maps, or similar discretionary approvals, the City shall include within the environmental document, information assessing whether the City and its water suppliers are likely to have sufficient water supplies to adequately serve the proposed development and all other City water customers during drought conditions. In approving any such discretionary project, the City shall require, as a mitigation measure and condition of approval, that the applicant(s) may not receive a final subdivision map or, in the absence of the need for	

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		such a map, may not receive building permits or similar ministerial entitlements in the absence of a letter from the Department of Public Works stating that approval of the map, permit or other ministerial entitlement will not adversely affect the City's ability to adequately serve the health and safety needs of all of its water customers during drought conditions and that there will be sufficient water to serve the basic health, hygiene, and fire suppression needs of the community.	
		When contracts are modified or are executed with the SWP to secure additional reliable water supply for drought years, or other dependable and adequate sources are guaranteed, the requirement to limit growth in the manner described above can be suspended.	
	Policy CS-9.5	The City shall evaluate the feasibility and pursue the efficient use of reclaimed wastewater in appropriate locations to offset the demand for potable water supplies.	Consistent: The proposed project includes the extension of recycled water service to the project site, which would replace the use of potable water for irrigation. Furthermore, mitigation is proposed requiring the proposed project to fully offset existing and future net increases in potable water demand with recycled water use. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-9.6	The City shall promote voluntarily conservation efforts to conserve water to a reasonable extent during multi-year droughts to avoid inordinate expenditures for new water supplies.	Consistent: The proposed resort and winery would implement water conservation and efficiency measures to reduce potable water demand. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Goal CS-10	To ensure adequate wastewater collection and treatment and the safe disposal of wastes.	Consistent: The proposed project includes the extension of wastewater service to the project site. As such, wastewater would be collected and treated in an adequate and safe manner. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-	The City shall promote reduced	Consistent: The proposed resort and

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	10.1	wastewater system demand through efficient water use by: a. Requiring water-conserving design and equipment in new construction b. Encouraging retrofitting with water-conserving devices	winery would implement indoor water conservation and efficiency measures to reduce potable water demand, and also reduce wastewater generation. Refer to Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-10.2	The City shall support continued efforts by the Napa Sanitation District to promote the use of reclaimed wastewater.	Consistent: The proposed project includes the extension of recycled water service supplied by the Napa Sanitation District to the project site. Refer to Section 4.12, Public Services and Utilities for further discussion.
	Policy CS-10.3	The City shall coordinate development review with the Napa Sanitation District to ensure that adequate wastewater collection, treatment, and disposal facilities can be provided by the District by requiring that all new applicants for development secure a “will-serve” letter from the NSD if the District notifies the City that a critical capacity situation exists. Where a critical capacity situation does exist, the City shall not issue, in the absence of a willserve letter from the NSD, any building permits or similar ministerial entitlements for proposed structures that would increase net demand on NSD treatment capacity. In addition, when conducting environmental review for proposed development projects requiring General Plan amendments, specific plans, use permits, tentative subdivision maps, or similar discretionary approvals, the City shall include within the environmental document, information assessing whether NSD is likely to have sufficient capacity to serve the proposed development. In approving any such discretionary project, the City shall require, as a mitigation measure and condition of approval, that the applicant(s) shall obtain the necessary will-serve letters from NSD prior to receiving approval of a final subdivision map, or in the absence of a need for a final	Consistent: The proposed project includes the extension of wastewater service to the project site. This would also include the annexation of the project site into the Napa Sanitation District. Napa Sanitation District has indicated that adequate capacity exists to serve the proposed project. Refer to Section 3.12, Public Services and Utilities for further discussion.

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		subdivision map, prior to receiving approval of any required building permits or similar ministerial approvals.	
	Goal CS-11	To develop and maintain a safe, attractive and environmentally sensitive drainage system for handling runoff due to seasonal rainstorms.	Consistent: The proposed project would provide onsite storm drainage facilities and treatment controls to detain and treat runoff and prevent downstream flooding and pollution. Refer to Section 3.8, Hydrology and Water Quality and Section 3.12, Public Services and Utilities for further discussion.
	Policy CS-11.6	The City shall require new development to obtain all necessary NPDES permits as required by federal law.	Consistent: The proposed project would obtain all necessary NPDES permits, including those that pertain to construction and operational storm water quality. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy CS-11.7	The City shall require all new development to implement feasible best management practices (BMP) in the design of stormwater systems.	Consistent: The proposed project’s drainage facilities would implement BMPS such as bioswales, pervious pavement, landscaped detention areas, curb cuts, catch basins, and oil/water separators. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy CS-11.8	The City shall require all projects in the floodplain to comply with applicable federal, state and local regulations	Consistent: The proposed project would not locate any structures within the 100-year flood plain.
	Goal CS-12	To provide for safe and environmentally sound municipal waste reduction and recycling programs that will allow the City to attain the requirements of AB 939.	Consistent: The proposed project would implement construction and operational recycling and waste reduction measures that would be consistent with the objective of allowing the City to attain the requirements of AB 939. Refer to Section 3.12, Public Services and Utilities for further discussion.
6 – Historic Resources	Goal HR-1	To preserve and maintain sites, buildings, and landscapes that serve as significant, visible reminders of the city’s social, architectural, and agricultural history.	Consistent: The cistern within the project site has been evaluated for historic significance. The evaluation concluded that the attributes of the feature have been appropriately documented and, therefore, its removal would not be considered a significant impact. Nonetheless, the

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			applicant is considering retaining the cistern and incorporating it into the outdoor portion of winery, along with an interpretative exhibit detailing the history of the Stanly Ranch. As such, the proposed project would provide visible reminders of the city's agricultural history.
	Policy HR-1.18	The City shall identify its historic gateways and support the preservation of their historic bridges, stone walls, street trees and viewsheds.	Consistent: The proposed project would not alter the original alignment of Stanly Lane, which contains several historic culverts and is lined by several hundred eucalyptus trees.
	Policy HR-1.20	The City shall encourage landscape plans that enhance historic areas.	Consistent: The applicant is considering retaining the cistern and incorporating it into the outdoor portion of winery, along with an interpretative exhibit detailing the history of the Stanly Ranch.
	Goal HR-3	To promote community awareness and appreciation of Napa's history and architecture.	Consistent: The applicant is considering retaining the cistern and incorporating it into the outdoor portion of winery, along with an interpretative exhibit detailing the history of the Stanly Ranch.
	Goal HR-6	To preserve important archaeological resources.	Consistent: Although no known, important archaeological resources exist within the project site or pipelines alignment, standard inadvertent discovery mitigation is proposed in the event that such resources are encountered during construction. This is consistent with the objective of preserving important archaeological resources. Refer to Section 3.5, Cultural Resources for further discussion.
	Policy HR-6.1	The City shall enforce current federal and state procedures for identifying, preserving and protecting prehistoric sites.	Consistent: The proposed standard inadvertent discovery mitigation is in accordance with federal and state procedures for identifying, preserving and protecting prehistoric sites. Refer to Section 3.5, Cultural Resources for further discussion.
	Policy HR-6.2	The City shall require investigation during the planning process for all proposed developments in archaeologically sensitive areas in	Consistent: A Phase I Cultural Resource Assessment was prepared as part of this EIR and included a field survey for potential

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		order to determine whether prehistoric resources may be affected by the project and, if so, require that appropriate mitigation measures be incorporated into the project design.	archaeological resources. Refer to Section 3.5, Cultural Resources for further discussion.
	Policy HR-6.3	Recognizing that Native American burials or archaeological artifacts may be encountered at unexpected locations, the City shall continue to enforce state mandates with its current mitigation requirement, applied to all development permits and tentative subdivision maps, that upon discovery of remains during construction, all activity will cease until qualified professional archaeological examination and reburial in an appropriate manner is accomplished.	Consistent: Standard inadvertent discovery mitigation is proposed in the event that Native American burial sites are encountered during construction. This is in accordance with state mandates. Refer to Section 3.5, Cultural Resources for further discussion.
7 – Natural Resources	Goal NR-1	To manage the natural resources, wetlands and open space areas in and around the city to preserve and enhance plant and wildlife habitats.	Consistent: The proposed project would preserve and enhance the seasonal wetland, which is the most significant natural resource on the project site.
	Policy NR-1.1	The City shall protect riparian habitat along the Napa River and its tributaries from incompatible urban uses and activities.	Consistent: The proposed project involves the extension of wastewater and recycled pipelines under the Napa River to the project site. Disturbance to the river and its associated habitat would be minimized with the use of horizontal directional drilling. Once construction is completed, the disturbed areas would be restored.
	Policy NR-1.2	The City shall identify existing wildlife habitat corridors and seek to protect them from being severed or significantly obstructed.	Consistent: The proposed project would preserve and enhance the seasonal wetland, which has the ability to serve as a wildlife movement corridor for small mammals. Refer to Section 3.4, Biological Resources for further discussion.
	Policy NR-1.4	The City shall review all future waterway improvement projects (e.g., flood control, dredging, private development), as well as all projects that are within 100 feet of the waterway, to ensure that they protect and minimize effects on the riparian and aquatic habitats. The City shall	Consistent: The proposed project involves the extension of wastewater and recycled pipelines under the Napa River to the project site. Disturbance to the river and its associated habitat would be minimized with the use of horizontal directional drilling. In addition,

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		also encourage native plantings along the river and creek banks to stabilize the banks, reduce sedimentation, reduce stormwater runoff volumes, and enhance aquatic habitats.	stormwater protection measures would be implemented during construction to protect the river. Once construction is completed, the disturbed areas would be restored.
	Policy NR-1.6	The City shall require as a condition of approval that development provide protection for significant on-site natural habitat whenever possible.	Consistent: The proposed project would preserve and enhance the seasonal wetland, which is the most significant natural habitat on the project site. Note that the balance of the site contains vineyards and the cistern, neither of which is considered natural habitat.
	Policy NR-1.7	During development review, the City shall endeavor to identify and protect significant species and groves or clusters of trees on project sites.	Consistent: Cistern Hill features a stand of mature pine trees. Mitigation is proposed requiring either the preservation of the trees or replacement with trees of similar species or stature. Refer to Section 3.1, Aesthetics, Light, and Glare for further discussion.
	Policy NR-1.10	The City shall pursue appropriate new management practices for reducing the impact of pollution from urban activities.	Consistent: The proposed project would implement stormwater pollution prevention management practices during construction and operations to prevent pollution from entering downstream waterways. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy NR-1.12	The City shall provide for the use of permeable or semi-permeable materials for parking lots and other off-street paved areas.	Consistent: Permeable and semi-permeable materials would be used within parking lots and internal roadways. The proposed project's internal circulation system is designed to promote bicycling and walking through the use of narrower roadways, which would also minimize impervious surface coverage. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Goal NR-2	To recognize and support the preservation of rare, endangered and threatened species and of other unique and fragile biological environments.	Consistent: This EIR identifies mitigation measures necessary to protect special-status species. In addition, the proposed project would enhance the seasonal wetland, which is the most significant natural resource on the project site. Refer to Section 3.4, Biological Resources for further discussion.

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	Policy NR-2.3	The City shall continue to refer development proposals in sensitive areas to state and federal wildlife agencies for review and comment.	Consistent: The proposed project would require approvals from the United States Army Corps of Engineers, the California Department of Fish and Game, and the San Francisco Bay Regional Water Quality Control Board. Accordingly, these agencies will receive copies of this EIR and project plans for review and comment.
	Policy NR-2.4	When acting as a project proponent or when reviewing proposals for private projects requiring discretionary review by the City, the City shall ensure that its environmental review documents identify any feasible means of avoiding any net loss of habitat or of habitat value for endangered, threatened, and rare species. Where necessary or desirable, such avoidance can be achieved through off-site mitigation measures. As part of the environmental review, the City shall determine whether the Department of Fish and Game, in implementing the California Endangered Species Act, and/or the United States Fish and Wildlife Service, in implementing the Federal Endangered Species Act, will likely require mitigation sufficient to avoid any net loss of habitat or of habitat value for such species. Where these agencies are likely to require such a level of mitigation, the City may formulate its own mitigation measures so as to minimize the extent to which those measures duplicate the efforts of these agencies.	Consistent: The proposed project would mitigate its impact on the seasonal wetland through restoration of wetlands associated with the pond. As part of the CEQA review process, regulatory agencies including the Department of Fish and Game have been noticed about the proposed project and its associated activities. Refer to Section 3.4, Biological Resources for further discussion.
	Goal NR-4	To protect and enhance surface water and ground water quality.	Consistent: The proposed project would implement stormwater pollution prevention management practices during construction and operations to prevent pollution from entering downstream waterways. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy NR-4.1	The City shall support the maintenance and improvement of	Consistent: The proposed project would implement stormwater

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		surface and ground water quality.	pollution prevention management practices during construction and operations to prevent pollution from entering downstream waterways. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy NR-4.2	The City shall support the maintenance and improvement of water quality in the Napa River.	Consistent: Construction activities associated with the pipelines construction would implement stormwater pollution prevention management practices to prevent pollution from entering the Napa River. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy NR-4.4	The City shall adopt standards and regulations for the reduction and/or elimination of nonpoint sources of pollution.	Consistent: The proposed project would implement stormwater pollution prevention management practices during construction and operations to prevent non-point source pollution from entering downstream waterways. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy NR-4.5	The City shall maintain and strengthen where feasible current efforts to eliminate point sources of pollution.	Consistent: The proposed project would implement stormwater pollution prevention management practices during construction and operations to prevent point source pollution from entering downstream waterways. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Policy NR-4.7	Encourage design of projects to avoid covering creeks and drainageways whenever possible.	Consistent: The primary drainage feature on the project site is the swale that supports the seasonal wetland. This feature would be enhanced to a pond. This is consistent with the intent of this policy to avoid degradation to creeks and drainageways.
	Goal NR-5	To maintain acceptable levels of air quality in Napa.	Consistent: The proposed project's construction and operational air emissions would be within the thresholds established by the Bay Area Air Quality Management District. In addition, the proposed project would implement design features to reduce energy consumption and vehicular emissions

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			within the resort grounds. Refer to Section 3.3, Air Quality for further discussion.
	Policy NR-5.1	The City shall encourage the use of mass transit, bicycle facilities, and pedestrian walkways in order to decrease use of private vehicles and thereby reduce emissions from mobile sources.	Consistent: The proposed project is designed to encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths and bicycling storage facilities. Furthermore, this design would complement the Bay Trail facilities on Stanly Lane and Stanly Cross Road. Collectively, these characteristics would promote alternatives to vehicular use.
	Policy NR-5.2	The City shall encourage land use patterns and management practices that conserve air and energy resources, such as mixed use development and provisions for local-serving commercial uses adjacent to neighborhoods.	Consistent: The proposed project would provide a mix of uses, including a resort and winery that would be largely self-contained for users and, therefore, allow for internal capture of vehicular trips between the two uses. Furthermore, the resort would employ management practices such as an energy efficient design and site planning that promote bicycling and walking within the resort grounds.
	Policy NR-5.3	The City shall promote energy conservation/energy efficiency improvement programs, which reduce energy demand from power-generating facilities which contribute to background levels of regional air emissions.	Consistent: The proposed resort would be designed to achieve a LEED Silver rating, which requires a number of energy efficiency standards to be met. This would contribute to reduced energy demand. Refer to Section 3.3, Air Quality for further discussion.
	Policy NR-5.4	The City shall, during discretionary review, require that development proposals comply with federal and state air quality standards, or make findings that the project has overriding benefits to the community that outweigh nonattainment of the standards.	Consistent: The proposed project’s construction and operational air emissions would be within the thresholds established by the Bay Area Air Quality Management District. These thresholds are based on federal and state air quality standards. Refer to Section 3.3, Air Quality for further discussion.
	Policy NR-5.5	The City shall, during early consultation with project proponents, encourage project design that minimizes direct and indirect air emissions. Projects should consider the following air quality concerns:	Consistent: The proposed resort would be designed to achieve a LEED Silver rating, which requires a number of energy efficiency standards to be met. The proposed project would be designed to

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		<p>a. Land use and design measures to encourage alternatives to the automobile and to conserve energy;</p> <p>b. Land use and design measures to minimize exposure of sensitive receptors to odors, toxics, and criteria pollutants; and</p> <p>c. Applicable Bay Area Air Quality Management District rules, regulations, and permit requirements.</p>	<p>encourage bicycling and walking within the resort grounds and would provide facilities such as bicycle/pedestrian paths and bicycling storage facilities. Finally, the proposed project’s construction and operational air emissions would be within the thresholds established by the Bay Area Air Quality Management District. Refer to Section 3.3, Air Quality for further discussion.</p>
8 – Health and Safety	Goal HS-1	To minimize the risk to life and property from seismic activity.	Consistent: Mitigation is proposed requiring compliance with all applicable seismic design requirements of the California Building Standards Code. This mitigation would minimize the risk to life and property from seismic activity. Refer to Section 3.6, Geology, Soils, and Seismicity for further discussion.
	Policy HS-1.1	The City shall require that all new buildings be designed and constructed to resist stresses produced by earthquakes. To this end, the City shall require all new buildings to conform to the structural requirements of the most recently adopted edition of the Uniform Building Code.	Consistent: Mitigation is proposed requiring compliance with all applicable seismic design requirements of the 2007 California Building Standards Code, which is the most recently adopted building code. Refer to Section 3.6, Geology, Soils, and Seismicity for further discussion.
	Policy HS-1.3	The City shall require soils and geologic studies for proposed development with large client populations (such as schools and convalescent centers) within areas subject to very strong, violent, or very violent ground shaking, as indicated in the ABAG Shaking Intensity Map. Such studies should determine the actual extent of the seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Mitigation measures shall be incorporated as conditions of any project approval.	Consistent: Mitigation is proposed requiring the project applicant to submit a design-level geotechnical study to the City for review and approval. The measure requires the applicant to implement all applicable recommendations for the approved study into the proposed project. Refer to Section 3.6, Geology, Soils, and Seismicity for further discussion.
	Goal HS-2	To minimize the hazards to people and property caused by soil erosion	Consistent: The project site’s soils do not possess characteristics that

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		and landslides.	make them susceptible to significant soil erosion and landslide hazards. Refer to Section 3.6, Geology, Soils, and Seismicity for further discussion.
	Policy HS-2.1	The City shall seek to minimize grading and impermeable surfaces in high-erosion areas. If grading or impermeable surfaces are necessary, they shall be properly engineered and drained to reduce runoff and erosion.	Consistent: The proposed resort and winery would maintain the project site’s natural topography in order to minimize grading and screen views from surrounding land uses. Furthermore, the FAR of the project would be less than 0.2, which result in most of the site remaining as pervious surfaces. As previously mentioned, the project site’s soils do not possess characteristics that make them susceptible to significant soil erosion. Refer to Section 3.6, Geology, Soils, and Seismicity for further discussion.
	Policy HS-2.2	The City shall consider natural landform contours and geologic conditions in the development of roadways and individual project design.	Consistent: The proposed resort and winery would maintain the project site’s natural topography in order to minimize grading and screen views from surrounding land uses. This includes the prominent knoll in the southern portion of the project site. Furthermore, the FAR of the project would be less than 0.2, which result in most of the site’s natural characteristics being retained.
	Policy HS-2.4	The City shall require that an erosion control plan be prepared and approved for development on slopes of 15 percent or greater. The plan should include limitations on vegetation removal, revegetation, and installation of other erosion and sedimentation control measures.	Consistent: Small portions of the project site contain slopes in excess of 15 percent. The proposed project would implement stormwater pollution prevention management practices during construction to prevent erosion. Refer to Section 3.8, Hydrology and Water Quality for further discussion.
	Goal HS-5	To reduce the risk to life and property from wildland fires.	Consistent: The project site is located in an agricultural area and is not at risk of wildland fires. Refer to Section 3.7, Hazards and Hazardous Materials for further discussion.
	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.	Consistent: All project buildings will comply with the applicable fire prevention requirements of the 2007 California Building Standards Code.
	Goal HS-6	To protect development from hazards	Consistent: The proposed project

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		and associated impacts due to aircraft and prevent incompatible land uses in the vicinity of the airport.	would be consistent with all applicable standards of Zone D and Zone E of the Napa County Airport Land Use Compatibility Plan. Therefore, it would be compatible with the Napa County Airport. Refer to Impact LU-3 for further discussion.
	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.	Consistent: This EIR evaluates the proposed project’s consistency with the applicable standards of the Napa County Airport Land Use Compatibility Plan. The analysis indicates that the proposed project would comply with all applicable requirements of the Airport Land Use Compatibility Plan. Refer to Impact LU-3 for further discussion.
	Policy HS-6.2	The City shall limit building heights for airspace protection in accordance with Federal Aviation Regulations Part 77.	Consistent: The project site is not located within any airspace protection zones subject to the Part 77 requirements. Regardless, the proposed project’s structures would not be tall enough to have any adverse effect on aviation safety.
	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.	Consistent: The proposed project would be consistent with all applicable standards of Zone D and Zone E, including allowed uses, density, and design criteria. Refer to Impact LU-3 for further discussion.
	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.	Consistent: The proposed project consists of a visitor-serving commercial use (resort) and agricultural supporting use (winery). Therefore, it would not develop residential uses within Zone E. Refer to Impact LU-3 for further discussion.
	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).	Consistent: The proposed project employs clustering, including within the portion of the project site located within Zone D. This allows for most of the 20.34 acres of land within Zone D to be retained as open land. Refer to Impact LU-3 for further discussion.
	Policy HS-	The City shall require the dedication	Consistent: Overflight easements

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	6.7	of overflight easements and/or deed notices when subdivisions or new construction are proposed on property within the jurisdiction of the ALUC.	and deed notices will be processed as part of the proposed project's approvals.
	Goal HS-9	To protect Napa's residents, workers and visitors from the deleterious effects of noise.	Consistent: The proposed project would not be exposed or expose surrounding land uses to noise levels in excess of acceptable standards. As such, the proposed project would be consistent with the objective of protecting residents, workers, and visitors from the deleterious effects of noise. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.1	The City shall require new development to meet the exterior noise level standards set out in Table 8-1. For residential areas, these exterior noise guidelines apply to backyards; exceptions may be allowed for front yards where overriding design concerns are identified.	Consistent: The proposed project would comply with the exterior noise level standards set forth in Table 8-1 of the General Plan. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.2	The City shall use CEQA and the development review processes to ensure that new development does not exceed City standards.	Consistent: This EIR evaluates the proposed project's consistency with City noise standards. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.6	The City shall use the development and building permit review processes to site new construction in ways that reduce noise levels.	Consistent: This EIR, which is part of the development review process, evaluates the proposed project's consistency with City noise standards. The evaluation considers how building siting affects noise levels. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.7	The City shall encourage the clustering, where appropriate, of residential development in order to provide open space that can be used to distance residences from noise sources.	Consistent: The proposed resort buildings would be clustered in the center of the project site and use vineyards as buffers around the perimeter of the site. Although the winery would be near SR-29, but would be designed and oriented to shield occupants from roadway noise. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.9	When feasible and appropriate, the City shall limit construction activities	Consistent: The project site is located in the Stanly Ranch and is

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		to that portion of the day when the number of persons occupying a potential noise impact area is lowest.	surrounded by agricultural uses on four sides. Agricultural uses are noise-tolerant; therefore, no construction noise mitigation is necessary. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.10	The City shall encourage new development to maintain the ambient sound environment as much as possible. The City shall require new transportation-related noise sources that cause the ambient sound levels to exceed the compatibility standards in Table 8-1 to incorporate conditions or design modifications to reduce the potential increase in the noise environment.	Consistent: The proposed project's transportation-related noise sources would not cause ambient noise levels to exceed the standards shown in Table 8-1 of the General Plan. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.11	The City shall regulate construction in a manner that allows for efficient construction mobilization and activities, while also protecting noise sensitive land uses.	Consistent: The project site is surrounded by agricultural uses on four sides. Agricultural uses are noise-tolerant; therefore, no construction noise restrictions are necessary. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.13	The City shall require new residential projects to provide for an interior CNEL of 45 db or less due to exterior noise sources. To accomplish this, the City shall review all residential and other noise sensitive land uses within the 60 dB contours defined in the Table 8-2 and Figure 8-11 to ensure that adequate noise attenuation has been incorporated into the design of the project, or that other measures are implemented to protect future sensitive receptors.	Consistent: The resort units would meet the residential interior CNEL standard of 45 db. Refer to Section 3.10, Noise for further discussion.
	Policy HS-9.14	The City shall encourage new development to identify alternatives to the use of sound walls to attenuate noise impacts. Appropriate techniques include site planning such as incorporating setbacks, revisions to the architectural layout such as changing building orientation to provide noise attenuation for portions of outdoor yards, and construction modifications. In the event that sound walls are the only practicable alternative, such walls should be designed to be as visually pleasing as	Consistent: The proposed project would not cause significant noise impacts and, therefore, would not require the use of sound walls or other noise attenuation measures. Refer to Section 3.10, Noise for further discussion.

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		possible, incorporating landscaping, variations in color and patterns, and/or changes in texture or building materials.	
9 – Economic Development	Goal ED-1	To maximize the use of Napa’s limited non-residential land supply for employment-generating and revenue-generating uses.	Consistent: The proposed project would develop a resort and winery, which would generate Transient Occupancy Tax and sales tax revenues, respectively. The proposed project would also create an estimated 500 jobs (382 full-time equivalent). Accordingly, the proposed project would be considered both an employment-generating and revenue-generating use.
	Policy ED-1.1	The City shall encourage the full and efficient utilization of vacant and underutilized parcels in appropriately designated areas to support the development and expansion of targeted industrial and commercial facilities.	Consistent: The proposed project would develop a resort and winery on a 93-acre site. Resort and winery uses would be considered the highest and best uses of the project site and, therefore, consistent with the objective of full and efficient utilization of vacant parcels.
	Policy ED-1.4	The City shall promote mixed-use development which combines in creative ways residential and non-residential uses within neighborhoods and districts, within single projects, or within individual structures.	Consistent: The proposed project would provide a mix of uses, including a resort and winery that provide both visitor-serving and agricultural-supporting uses on the same site. This mix of uses is considered appropriate for the project site, given the characteristics of the surrounding area.
	Policy ED-1.5	The City shall encourage developers of larger commercial projects to provide for on-site mixed uses that would allow employees and residents to make non-work-related trips (e.g., banking, lunch, dry cleaning, recreation, child care) without having to use their automobiles.	Consistent: The proposed resort would provide dining facilities for employees, which would allow them to eat onsite and avoid offsite trips. Other types of mixed uses such as banking and dry cleaning would be incompatible with the proposed project’s design.
	Policy ED-1.7	The City shall encourage developers of appropriate types of larger commercial developments to include a residential component.	Consistent: The proposed project’s employment opportunities are expected to be filled from the local labor force. Since these workers are expected to already be living within a reasonable distance of the project site, there would be no need to provide onsite housing. Note that there is existing farmworker housing

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			on the Stanly Ranch. Refer to Section 3.11, Population, Housing, and Employment for further discussion.
	Policy ED-3.4	The City shall support the development and expansion of specialty food stores and restaurants to meet the varying tastes of the diverse population of the region as well as the growing number of visitors to the area.	Consistent: The proposed resort would include a quality restaurant that would be accessible to both guests and the public. Additionally, the winery would be a specialty commercial use that would be positioned to cater to visitors.
	Policy ED-3.13	The City shall encourage high-quality public and private development throughout the City through design review.	Consistent: The proposed project consists of the development of a destination resort and winery on the project site. The development of the resort and winery would be guided by a Master Plan that would seek to implement a high quality design that achieves an appealing destination for guests.
	Goal ED-4	To help local businesses capture visitor dollars that are not currently finding their way to the City of Napa, thereby increasing revenue to local businesses and the City.	Consistent: The proposed project consists of a destination resort and winery, a visitor-serving commercial use that is currently not available in the City of Napa.
	Policy ED-4.1	The City shall continue to promote the city of Napa as a visitor destination and to develop stronger links to regional and national tourist markets.	Consistent: The proposed resort would be expected to hold special events that would attract individuals and organizations from throughout California and the nation. This would contribute to the development of stronger links to regional and national tourist markets.
	Policy ED-4.4	The City shall promote and facilitate hotel development within the city limits, particularly in Downtown. The City's hotel development strategy shall encompass a variety of lodging types to meet the needs of the diverse visitor market attracted to the Napa Valley. The City should specifically promote hotel development that includes meeting facilities for small conferences.	Consistent: The proposed project consists of a destination resort that would include meeting and conference facilities.
Source: City of Napa, 1998; Michael Brandman Associates, 2009.			

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Municipal Code Consistency

Impact LU-2: **The proposed Master Plan would be consistent with the applicable provisions of the Napa Municipal Code.**

Impact Analysis

The proposed project involves the adoption of a Master Plan, pursuant to the requirements of Municipal Code Title 17, Chapter 26. This impact will provide a summary of the proposed Master Plan and then assess its consistency with the requirements of Municipal Code Title 17, Chapter 26. The complete Master Plan is provided in Appendix N.

Master Plan Summary

The proposed Master Plan, which would be incorporated into the Municipal Code as Title 17, Chapter 30, would guide the development of the proposed resort and winery on the project site, consistent with the proposed General Plan designation of Tourist Commercial. The Master Plan is organized into the following sections:

- 17.30.010 – Specific Purposes
- 17.30.020 – Definitions
- 17.30.030 – Stanly Ranch Resort Master Plan
- 17.30.040 – Land Use Regulations
- 17.30.050 – Property Development Regulations
- 17.30.060 – Other Development Standards and Requirements
- 17.30.070 – Design Review Required
- 17.30.080 – Administration

Of the sections listed above, Section 17.30.030 (Stanly Ranch Master Plan District), Section 17.30.040 (Land Use Regulations), Section 17.30.050 Property Development Regulations, and Section 17.30.060 (Other Development Standards and Requirements) constitute the most significant portions of the Master Plan, as they set forth the permitted uses and development standards for the proposed project. The relevant requirements of each section is discussed below.

17.30.030 – Stanly Ranch Master Plan District

This section designates the entire area within the Master Plan as a single zoning district: the Resort District.

17.30.040 – Land Use Regulations

This section establishes general uses allowed with the Resort District, including primary permitted uses, accessory and related uses, and temporary, special and other uses. Each is described below.

General Uses

General uses allowed with the Resort District comprise lodging, fractional units, and site improvements typical of a premiere destination resort with the added feature of an associated winery.

Primary Permitted Uses

The primary permitted uses of the Resort District are hotel, timeshare (fractional), and winery. Each is summarized below in Table 3.9-3.

Table 3.9-3: Primary Permitted Uses

Use	Allocation/Size	Definition	Conditions
Hotel	150 units	Offering transient lodging accommodations on a daily rate to the general public	<ul style="list-style-type: none"> • Hotel units without kitchens • Normal uses and structures related to the operation and support of hotel units
Fractional Unit	25 units	Offering transient occupancy that may only be provided as visitor accommodations	<ul style="list-style-type: none"> • Detached or duplex units, with kitchens • Subject to timeshare restrictions
Winery	25,000 cases/year	A public commercial winery, with normal attendant accessory uses and site improvements, including vineyard	<ul style="list-style-type: none"> • Permitted attendant activities including wine education and retail uses • Wine produced required to contain at minimum 75 percent Napa County grapes
Source: City of Napa, 2009.			

Accessory and Related Uses

Accessory and related uses consist of amenities and infrastructure necessary to support the primary permitted uses. Accessory and related uses are listed below:

- Food, Beverage and Entertainment Uses
- Food, Beverage Shops and Stores
- Other Shops, Stores and Commercial Services
- Spas
- Maintenance, Storage and Operations Functions
- Outdoor Storage
- External Installations
- Vineyard
- Parking
- Whole Ownership Dwelling Units

The Master Plan establishes various conditions on these uses, such operational characteristics (e.g., enclosed structures) and the clientele of the facilities (e.g., resort guests).

Temporary, Special and Other Uses

Temporary or special events are allowed pursuant to the requirements of Municipal Code Title 12, Chapter 48 and Title 17, Chapter 52.490.

Other uses, either permitted or conditional, that are found to be consistent with the General Plan and the applicable district may be permitted by a Planning Commission determination pursuant to Title 17, Chapter 04.

17.30.050 – Property Development Regulations

This section sets forth limits on square footage, height, setbacks, and the location of residences. The total square footage of buildings must be less than 500,000.

Square footages for uses are listed below. The final allocation of floor area among the uses listed below may vary among uses and the square footage of any of the use categories may be increased by up to 15 percent provided that total square footage is less than 500,000.

- Hotel and Related Use/Support Buildings – Less than 195,000 square feet
- Fractional Units – Less than 60,000 square feet
- Whole Ownership Units – Less than 205,000 square feet
- Winery – Less than 40,000 square feet

Maximum building heights range from 35 feet above average grade (residential units) to 50 feet above average grade (hotel and winery). Height shall be measured consistent with Section 17.06.030, “Building Height,” with application of the stepped building standard and with measurement taken from the “Average Grade,” as defined, and subject to the exclusions set forth in Section 17.52.220. Building setbacks from the project boundary would range from a minimum of 50 feet (non-agricultural uses) to 80 feet (agricultural uses). Residences are prohibited from Zone D of the Napa County Airport Land Use Compatibility Plan (refer to Impact LU-3 below).

17.30.060 – Other Development Standards and Requirements

This section sets forth various requirements pertaining to design and operation of the facility in accordance with various City requirements (e.g., Municipal Code), as well as the mitigation measures identified in this EIR. Notable requirements are listed below:

- All development must meet the Stanly Ranch Resort Master Plan Design Guidelines and address the Stanly Ranch Resort Master Plan Landscape Guidelines.
- Parking must be provided in accordance with Municipal Code requirements (Title 17, Chapter 54).

- Accessory structures must comply with Municipal Code design standards (Title 17, Chapter 52).
- Trash and outdoor storage areas must be screened in accordance Municipal Code requirements (Title 17, Chapter 52).
- Rooftop equipment shall be screened and integrated into the building architecture.
- All planting strips, yards, setbacks and other required open space areas must be landscaped in accordance with the Stanly Ranch Resort Master Plan Landscape Guidelines.
- Exterior lighting must be directed or shielded so as to prevent glare onto public streets and abutting residential properties.
- All Timeshare and Vacation units must be subject to Conditions, Covenants and Restrictions, including notifications concerning the Napa County Airport, nearby agricultural properties, and SR-29.
- The mitigation measures set forth in the Final EIR, as certified, shall apply to all components of the project.

Municipal Code Master Plan Requirements

Requirements

The Municipal Code identifies the specific purposes of a master plan district that are applicable to the proposed Master Plan:

- Promote and encourage cluster development on large sites (typically larger than 10 acres in size) to avoid sensitive areas of property and provide a mechanism for establishment of open areas in land development.
- Design the site as a whole, rather than incrementally.
- Encourage innovative design on large sites by allowing flexibility in property development standards.
- Accommodate various types of complex, mixed use, phased developments.
- Enable governmental bodies to receive information and provide an integrated response to immediate and long-range impacts of such developments.
- When applied to properties in advance of adoption of a property-specific master plan, to alert individuals to the requirement for preparation of a master plan.

The Zoning Ordinance requires that the master plan identify all permitted and conditional uses and set forth densities and intensities for land use activities. The Zoning Ordinance requires that master plan residential and non-residential densities not exceed the limits established in the General Plan.

Consistency Analysis

The proposed Master Plan would facilitate the orderly and planned development of the proposed resort, winery, and infrastructure on the project site. The permitted uses of the Master Plan (resort and winery) are consistent with the allowed uses of the Tourist Commercial land use designation. Furthermore, the maximum square footage allowed by the Master Plan translates to a FAR of 0.12, well below the 1.00 FAR established by the General Plan for the Tourist Commercial land use designation. In addition, the development standards promote clustering through setback requirements that emphasize siting of structures away from the project boundaries. Finally, the Master Plan requires structures to be developed in accordance with a set of design guidelines to achieve a high-quality, visually appealing development that is compatible with its surroundings. In summary, the proposed Master Plan complies with all applicable requirements of Municipal Code Title 17, Chapter 26.

Conclusion

The proposed Master Plan would be adopted into the Municipal Code and, therefore, represents a self-mitigating aspect of the proposed project. Because the Master Plan complies with all applicable requirements for such land use plan, it would be consistent and compatible with the Municipal Code. Impacts would be less than significant.

Note that the proposed project's consistency with the Airport Compatibility Overlay District, which incorporates the recommendations of the Napa County Airport Land Use Compatibility Plan is addressed in Impact LU-3.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Airport Land Use Plan Consistency

Impact LU-3:	The proposed project would be consistent with the applicable policies of the Napa County Airport Land Use Compatibility Plan.
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Impact Analysis

As shown in Exhibit 3.9-1, the project site is located within Zone D (20.34 acres) and Zone E (72.66 acres) of the Napa County Airport Influence Area. This impact will evaluate the proposed project's consistency with the requirements of Zone D and Zone E. This analysis was prepared in consultation with Austin Wiswell, an aviation consultant who previously served as Chief of Caltrans Aeronautics from 1999 to 2005.

Density Calculations

Exhibit 3.9-1 illustrates the acreage and building square footage for the portions of the proposed resort and winery that would be located in Zone D. Table 3.9-4 summarizes the amount of square footage and acreage within Zone D.

Table 3.9-4: Zone D Acreage and Buildings

Category	Use	Square Feet
Indoor	Spa	15,000
	Winery	1,581
	Resort Units	27,672 (27 units)
	Indoor Subtotal	44,253 (1.02 acre)
Outdoor	Spa	26,581
	Vineyards/Paths/Roads	815,304
	Outdoor Subtotal	841,885 (19.32 acres)
<u>Zone D Total</u>		<u>886,138 (20.34 acres)</u>
Source: Riechers Spence Associates, 2009.		

Appendix D of the Airport Land Use Compatibility Plan identifies three separate methodologies that can be utilized to calculate usage density depending on land use type:

- **Parking Ordinance:** Using parking spaces as the basis for calculating the number of people on a given site. This methodology requires assumptions about the number of persons per vehicle, which will then be used to calculate density by dividing total persons by acreage. The Airport Land Use Compatibility Plan states that this methodology is appropriate when the use is expected to be dependent on vehicular access.
- **Maximum Occupancy:** Using the Uniform Building Code or the California Building Code as the basis for calculating the number of people on a given site. The Airport Land Use Compatibility Plan states that surveys of actual building occupancy levels indicates that many retail and office uses are occupied at 50 percent of their maximum occupancy levels and, therefore, calculations for office and retail uses should be adjusted by 50 percent. The Airport Land Use Compatibility Plan also states that some uses may have short peaks in occupancy levels and, therefore, average occupancy over an 8-hour period should be used.
- **Survey of Similar Uses:** Using similar uses to estimate the number of people on a given site, when building square footage or parking cannot be reasonably relied upon to provide an accurate estimate.

The following assesses each of these methodologies for applicability to the proposed project.

Parking Ordinance

The Airport Land Use Compatibility Plan indicates that this methodology should be employed for uses that would be dependent on vehicular access. The proposed resort and winery would be dependent on vehicular access; therefore, the Parking Ordinance methodology is appropriate to use for calculating density.

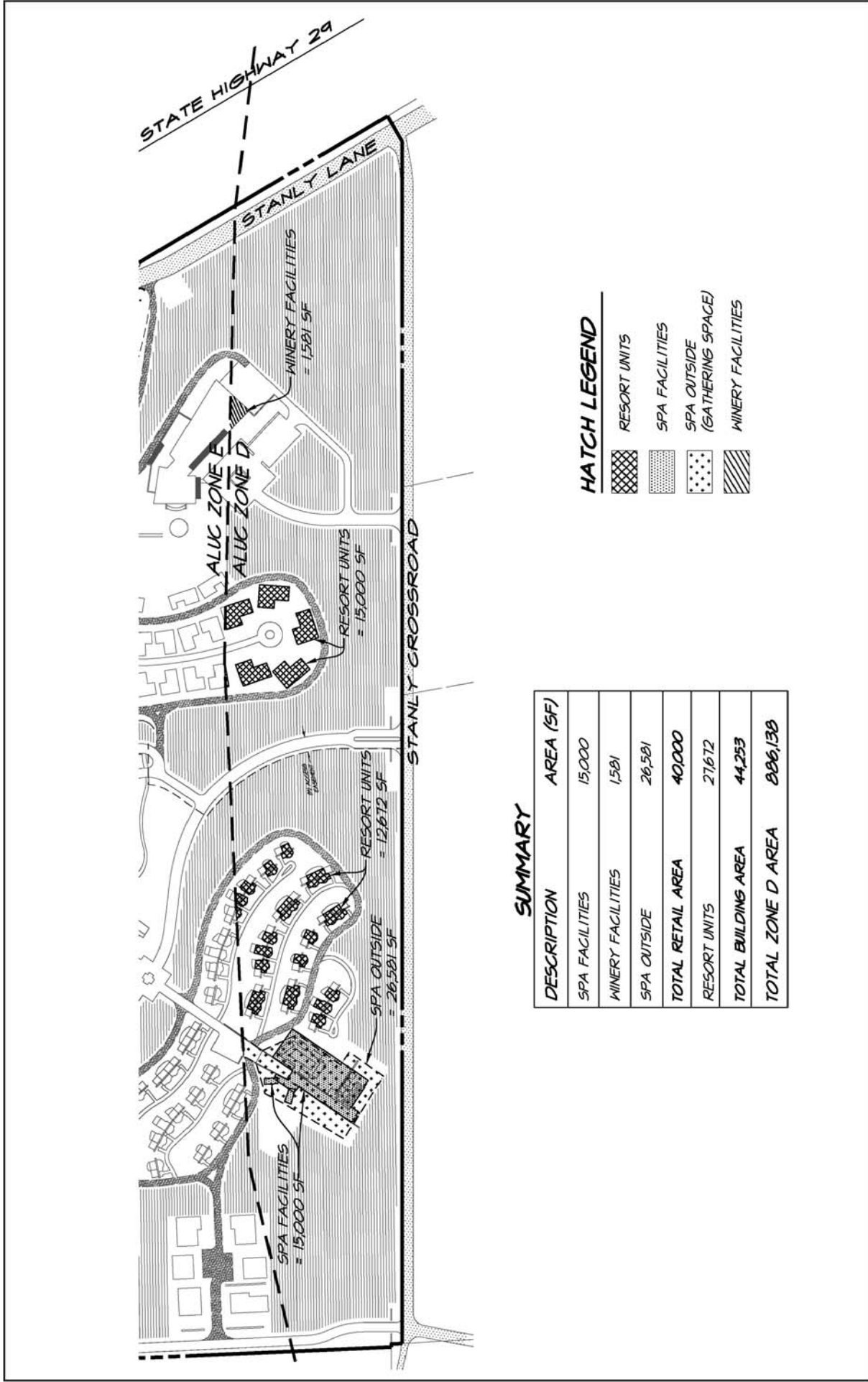
Table 3.9-5 provides this calculation of maximum indoor density using parking spaces assigned to the portions of the resort and winery located within Zone D. The number of occupied parking spaces were multiplied by the average statewide weekend vehicle occupancy rate of 1.7 provided in the 2000-2001 California Statewide Household Travel Survey Final Report issued by the California Department of Transportation. The 1.7-persons-per-vehicle occupancy rate is the highest rate identified in the Travel Survey. As shown in the table, maximum indoor density would be below the indoor density recommendation of 100 persons per acre.

Table 3.9-5: Parking Ordinance Indoor Density Calculation





Use	Amount Within Zone D	Parking Rate	Parking Spaces	Persons per Vehicle	Total Persons	Maximum Indoor Density
Resort Units	27 units	1 space/unit + 1 space/ 2 employees *	37	1.7	68	66.7 persons/ acre (68 persons/ 1.02 acres)
Winery	1,581 square feet	1 space/500 square feet**	3			
<p>Notes:</p> <p>* Municipal Code Title 17, Chapter 54.040 requires “hotels and motels” to provide 1 space/sleeping room + 1 space/ manager + 1 space/2 employees (full or part time) plus additional spaces for convention, banquet, restaurant or meeting facilities, as determined by a parking study provided by applicant and acceptable to the City. In this case, each unit was classified as a “sleeping room” and 22 employees were assumed to be assigned to Zone D.</p> <p>** The Municipal Code does not identify parking rates for winery uses; As such, the “industrial” rate was used, which is the closest to a winery use defined in the Municipal Code</p> <p>Employment within Zone D was calculated by using a proportion of jobs to building square footage located within Zone D (39,753/499,999.99 = 8.0%; 250 employees working day shift x 0.085 = 20 employees)</p> <p>Spaces for convention, banquet, restaurant, or meeting facilities were excluded since they are not located within Zone D. Values rounded to nearest whole number</p> <p>Spa would be used by resort guests and would not have its own dedicated parking spaces.</p> <p>Source: Michael Brandman Associates, 2009.</p>						

In summary, the parking ordinance methodology density calculation indicates that indoor density would be within the 100-person-per-acre recommendation.

Indoor and outdoor density would not be substantially different from the adjusted calculation shown in Table 3.9-5, because no parking spaces would be dedicated for outdoor areas located in Zone D. In any event, as discussed in the Maximum Occupancy Methodology analysis below, indoor and outdoor density would be well below the recommendation of 150 persons per acre.



HATCH LEGEND

-  RESORT UNITS
-  SPA FACILITIES
-  SPA OUTSIDE (GATHERING SPACE)
-  WINERY FACILITIES

SUMMARY

DESCRIPTION	AREA (SF)
SPA FACILITIES	15,000
WINERY FACILITIES	1,581
SPA OUTSIDE	26,581
TOTAL RETAIL AREA	40,000
RESORT UNITS	27,672
TOTAL BUILDING AREA	44,253
TOTAL ZONE D AREA	886,138

Source: Riechers Spence Associates, April 2009.



Michael Brandman Associates
 Not to scale

**Exhibit 3.9-1
 Airport Land Use Zones**

Maximum Occupancy

Under the Maximum Occupancy Methodology, maximum density is calculated by multiplying the building square footage by person-per-square-foot rates derived from the Uniform Building Code. As acknowledged by both the Airport Land Use Compatibility Plan and the 2002 California Airport Land Use Planning Handbook, this methodology typically results in a higher estimate of density than the Parking Ordinance Methodology. Accordingly, the density derived using this methodology should be considered as a worst-case scenario.

Appendix D of the Airport Land Use Compatibility Plan uses the 1976 edition of the Uniform Building Code as the basis for identifying minimum persons-per-square-foot rates. Exhibit C-1 of the 2002 California Airport Land Use Planning Handbook uses the 1998 edition of the Uniform Building Code for identifying minimum persons-per-square-foot rates. The 1998 edition has several changes in minimum persons-per-square-foot rates relative to the 1976 edition. This analysis will use the 1998 edition because it is more recent and provides more uses applicable to the proposed project.

Because Appendix D of the Airport Land Use Compatibility Plan does not reference the 1998 edition of the Uniform Building Code, it is possible that the Airport Land Use Commission may not accept these calculations. Should this occur, the Maximum Occupancy Methodology calculations presented below are intended for informational purposes only; the Parking Ordinance Methodology calculations would take precedence.

Table 3.9-6 provides the calculations for maximum indoor density and Table 3.9-7 provides the calculations for maximum indoor and outdoor density. Note that Exhibit C-1 does not have values listed for an indoor spa or winery; therefore, the indoor spa used the “Health Care – Treatment Room” and the winery used the “Warehouse” minimum area-per-occupant square footage, because both uses were most comparable.

Table 3.9-6: Maximum Indoor Occupancy Density Calculations

Use	Square Feet	Minimum Area per Occupant	Maximum Density
Spa	15,000	240 square feet	63 persons (15,000 square feet/240 square feet/person)
Winery	1,581	500 square feet	3 persons (1,581 square feet/500 square feet/person)
Resort Units	27,672	200 square feet	138 persons (27,672 square feet/200 square feet/person)
Unadjusted Maximum Indoor Density			204 persons
Adjustment for Observed Occupancy (50%)			(102 persons)
Maximum Indoor Density			100.0 persons per acre (102 persons /1.02 acres)
Indoor Density Recommendation			100 persons/acre

Table 3.9-6 (Cont.): Maximum Indoor Occupancy Density Calculations

Use	Square Feet	Minimum Area per Occupant	Maximum Density
Notes: Minimum Area Per Occupant from Exhibit C-1 of the California Airport Land Use Planning Handbook (January 2002) Spa = “Health Care – Treatment Rooms”; Winery = “Warehouse”; Resort Units = “Hotels and Apartments” All values rounded to nearest whole number Adjustment for Observed Occupancy (50%) in accordance with calculations shown in Appendix D of Napa County Airport Land Use Compatibility Plan. Source: Michael Brandman Associates, 2009.			

Table 3.9-7: Maximum Indoor and Outdoor Occupancy Density Calculations

Category	Use	Square Feet	Minimum Area per Occupant	Maximum Density
Indoor Density	Spa	15,000	240 square feet	63 persons (15,000 square feet/240 square feet/person)
	Winery	1,581	500 square feet	3 persons (1,581 square feet/500 square feet/person)
	Resort Units	27,672	200 square feet	138 persons (27.672 square feet/200 square feet/person)
	Indoor Subtotal			204 persons
Outdoor Density	Spa	26,581	50 square feet	581 persons (26,581 square feet/50 square feet/person)
	Vineyards/ Roads/ Paths	822,966	1,000 square feet	83 persons (822,966 square feet/1,000 square feet/person)
	Outdoor Subtotal			664 persons
Indoor and Outdoor Density	Unadjusted Total			868 persons
	Adjustment for Observed Occupancy (50%)			(434 persons)
	Maximum Indoor and Outdoor Density			21.3 persons per acre (434 persons/20.34 acres)
	Indoor and Outdoor Density Recommendation			150 persons/acre
Notes: Minimum Area Per Occupant from Exhibit C-1 of the California Airport Land Use Planning Handbook (January 2002) Indoor Spa = “Health Care – Treatment Rooms”; Winery = “Warehouse”; Resort Units = “Hotels and Apartments”; Outdoor Spa = “Swimming Pool (Pool)”; Vineyards/Roads/Paths estimated at 1,000 square feet because no comparable use is identified in Exhibit C-1 All values rounded to nearest whole number Adjustment for Observed Occupancy (50%) in accordance with calculations shown in Appendix D of Napa County Airport Land Use Compatibility Plan. Source: Michael Brandman Associates, 2009.				

As shown in Table 3.9-6 and Table 3.9-7, the proposed resort would comply with the maximum density recommendations for Zone D.

Note that the density calculations shown in Table 3.9-6 and Table 3.9-7 provide the following conservative assumptions:

- Resort units were classified as “Hotels and Apartments” (200 square feet per occupant), even though these units could have been classified as “Dwelling Units” (300 square feet per occupant), based on their characteristics (i.e., detached units with 1,000 square feet of living space). If this approach had been used, indoor density would have been 72 persons per acre.
- The 26,581-square-foot outdoor spa was assumed to be a swimming pool, which has a minimum area per occupant of 50 square feet and yields a maximum density of 581 persons. As a practical matter, 581 persons would be roughly equivalent to the presence of all resort guests at the spa at the same time (245 units x 2.37 persons per unit). Furthermore, the outdoor spa would be designed and managed to accommodate a far smaller number of people to provide a relaxing environment.
- The vineyards, roads, and paths were included in the calculation, even though they could have been excluded because of the lack of minimum area per occupant data for these uses. Moreover, a conservative rate of 1 person per 1,000 square feet was used for these areas, which likely overstates actual usage.

For these reasons, the assumptions used in Table 3.9-6 and Table 3.9-7 are sufficiently conservative and likely overstate the maximum density that would be observed for the portions of the resort and winery located within Zone D.

Survey of Similar Uses

Appendix D of the Airport Land Use Compatibility Plan indicates that the Survey of Similar Uses Methodology should be used when building square footage or parking cannot be reasonably relied upon to provide an accurate estimate. As discussed previously, both the Parking Ordinance Methodology and Maximum Occupancy Methodology provide reasonably accurate estimates of maximum density. However, to confirm the accuracy of these methodologies, both the City of Napa and Michael Brandman Associates determined that it would be useful to calculate maximum density using trip generation rates. This approach is intended to validate the conclusion that the proposed project would comply with the indoor density recommendations of Zone D.

Table 3.9-8 provides this calculation of maximum indoor density using trip generation rates for the weekend peak hour for the portion of the resort and winery located within Zone D. The weekend peak hour is typically the period of highest trip generation for resort and winery uses. The number of trips was multiplied by the average statewide weekend vehicle occupancy rate of 1.7 previously discussed in the Parking Ordinance Methodology analysis. Together, the use of the weekend peak-

hour trip generation rates and the average statewide weekend vehicle occupancy rate provide conservative estimates of maximum indoor density. Note that the weekend peak-hour trip generation rate includes all trips that occur in the 2-hour period between 11 a.m. and 1 p.m. on Saturday afternoon, including both “in” and “out” trips. As such, using the weekend peak-hour trip generation rate for calculating maximum indoor density likely overstates the maximum number of people who would be within Zone D at any one time. Nonetheless, even using these conservative assumptions, maximum indoor density would be below the indoor density recommendation of 100 persons per acre.

Table 3.9-8: Survey of Similar Uses Indoor Density Calculations - Vehicle Trips Only

Use	Units Within Zone D	Weekend Peak Hour Trip Generation		Total Trips	Persons per Vehicle	Total Persons	Maximum Indoor Density
		Rate	Trips				
Resort Units	27 units	0.59	16	17	1.7	29	28.4 persons/acre (29 persons/1.02 acres)
Winery	1,581 square feet	—	1				

Notes:
 Resort units include all trips associated with indoor spa and outdoor spa because such uses would be for the exclusive use of resort guests and would not be available to the public.
 Winery square footage is 39,000; therefore, 1,581 square feet represents 4 percent of total square footage. The winery would generate a total of 20 trips during the weekend peak hour; therefore, the portion within Zone D would generate 1 trip (20 trips x 0.04) during the weekend peak hour.
 Values rounded to nearest whole number.
 Trip generation rates provided by Table 3.13-3 in Section 3.13, Transportation.
 Source: Michael Brandman Associates, 2009.

A concern about the use of trip generation rates is that it does not account for persons who arrived at the resort and winery by other means (such as shuttle bus, bicycle, or foot). Another concern is that this approach may not fully capture employees working at times of peak use (daytime), some of whom may be dropped off or who arrive onsite outside of the weekend peak hour. Accordingly, Table 3.9-9 provides a calculation of indoor density that accounts for persons arriving by passenger vehicle, persons arriving by alternative transportation, and day shift employment. Note that this is a very conservative approach and likely results in “double counting” of persons onsite (e.g., an employee who arrived onsite during the weekend peak hour is counted twice). Regardless, under this approach, maximum indoor density would still be less than the indoor density recommendation of 100 persons per acre for the proposed project.

Table 3.9-9: Survey of Similar Uses Indoor Density Calculations—Passenger Vehicle Trips, Alternative Transportation, and Employment

Persons Arriving By Passenger Vehicle	Persons Arriving by Other Means	Employment	Total Persons	Maximum Indoor Density
29	2	20	51	50.0 persons/acre (51 persons/1.02 acres)
<p>Notes:</p> <p>Persons Arriving By Passenger Vehicle represents the Maximum Indoor Density figure shown in Table 3.9-8.</p> <p>Persons Arriving By Alternative Transportation consists of persons arriving by shuttle bus, bicycle, and foot. The 2005-2007 American Community Survey conducted by the U.S. Census Bureau indicated that 1.8 percent of City of Napa residents walked to work, 1.9 percent used public transit, and 3.7 percent used “other means.” These percentages were summed (7.4) and multiplied against the Persons Arriving By Passenger Vehicle figure (29 x 0.074).</p> <p>Employment is proportional to building square footage located within Zone D (39,753/499,999.99 = 8.0%; 250 employees working day shift x 0.085 = 20 employees)</p> <p>Trip generation rates provided by Table 3.13-3 in Section 3.13, Transportation</p> <p>Source: Michael Brandman Associates, 2009.</p>				

In summary, both Survey of Similar Uses calculations indicate that the proposed project would comply with the Zone D indoor density limits. Accordingly, the conclusions of both the Parking Ordinance Methodology and the Maximum Occupancy Methodology are validated.

Other Considerations

The Airport Land Use Compatibility Plan states that most non-residential uses are considered “normally acceptable” within Zone D. Schools, libraries, hospitals, nursing homes, large shopping malls, amphitheatres, and ponds are identified as “not normally acceptable” within Zone D. In addition, uses that are hazardous to flight are prohibited (i.e., features that attract large numbers of birds and are sources of smoke, glare, distracting lights, or electrical interference). The Airport Land Use Compatibility Plan encourages clustering to maximize open land areas and requires building envelopes and approach surfaces on all development plans within 100 feet of approach zones.

The proposed project would locate keyed units (hotel units), indoor and outdoor spa facilities, and a portion of the winery within Zone D. All of these uses are non-residential and are not identified as unacceptable within Zone D. As shown in Exhibit 3.9-1, buildings are clustered in order to maximize the amount of open land. No portion of the project site is within 100 feet of an approach zone. The portions of the resort and winery within Zone D would not contain any features that attract large numbers of birds and sources of smoke, glare, distracting lights, or electrical interference. Therefore, the proposed project complies with the applicable requirements of Zone D.

Zone E

Most of the project site (72.66 acres) is within Zone E, which is a much less stringent zone than Zone D. The Airport Land Use Compatibility Plan prohibits noise-sensitive outdoor uses within Zone E.

Furthermore, amphitheaters, landfills, and ponds are identified as “not normally acceptable” within Zone E.

The outdoor areas of the resort and winery would consist of exercise and recreation facilities (the spa, paths, etc.), the pond, vineyards, and parking and roadways. None of these uses are noise sensitive.

The event pavilion would be an enclosed structure of similar scale and proportion as the other resort buildings and would be used for events such as meetings, conferences, trade shows, weddings, and celebrations. It would not be large enough to be considered an amphitheater and, furthermore, would not be used for events that may create smoke, glare, distracting lights, or electrical interference (such as rock concerts).

WRA, Inc. (the biological consultant) evaluated the pond’s characteristics in context with surrounding water features and determined that it would have a low potential to attract significant numbers of birds. Table 3.9-10 summarizes the findings of WRA’s analysis. As shown in the table, there are 10 water features of similar or greater size than the proposed pond within 3 miles of Runway 18R-36L, including the Napa River. Furthermore, the proposed pond is currently a seasonal wetland and, therefore, has the potential to attract birds during various times of the year in its existing state. Accordingly, when the pond’s characteristics and context are appropriately accounted for, it would not have a greater potential to attract birds than any of the other existing water features in the airport vicinity. As such, the pond could be deemed an acceptable use within Zone E. Therefore, the proposed resort and winery would be consistent with the requirements of Zone E.

Table 3.9-10: Water Feature Summary

Feature	Distance and Direction from Runway 18R-36L	Potential Wildlife Hazards
Tidal marsh, approximately 500 acres	1,200 feet west-northwest	Migratory waterfowl and shorebirds
Former salt evaporator ponds, approximately 230 acres	1,900 feet northwest	Migratory waterfowl and shorebirds, gulls
Napa River	Roughly parallels runway approximately 1.5 miles to the west	Migratory waterfowl and gulls
Tidal marsh and former salt evaporator ponds, approximately 9000 acres	Approximately 1.9 miles southwest	Migratory waterfowl and shorebirds, gulls
Tidal marsh restoration area along Napa River, approximately 500 acres	Approximately 1.7 miles southwest	Migratory waterfowl and shorebirds, gulls
Agricultural pond	Approximately 1.8 miles west northwest	Very small numbers of resident waterfowl

Table 3.9-10 (Cont.): Water Feature Summary

Feature	Distance and Direction from Runway 18R-36L	Potential Wildlife Hazards
Agricultural pond	Approximately 2.1 miles west northwest	Very small numbers of resident waterfowl
Agricultural pond	Approximately 2.1 miles northwest	Very small numbers of resident waterfowl
Agricultural pond	Approximately 2.5 miles northwest	Very small numbers of resident waterfowl
Slough, approximately 2,300 linear feet	Approximately 1.3 miles northwest	Migratory waterfowl
Source: WRA, Inc., 2009.		

Other Aviation Safety Considerations

In addition to the Airport Land Use Compatibility Plan’s recommendations for Zone D and Zone E, there are several other safety considerations that provide insight into the proposed project’s compatibility with the Napa County Airport. These issues were evaluated by Austin Wiswell, an aviation consultant. Each is discussed below.

Open Space

Approximately 40 acres of the project site would be retained as vineyards, which could be classified as “open space.” The Airport Land Use Compatibility Plan calls for open space of a minimum of 300 feet in length and 75 feet in width to accommodate a controlled forced landing to enhance aircraft occupant survival as well as to allow for avoiding occupied ground structures. The 2003 subdivision for the Stanly Ranch established such areas and, therefore, these areas currently exist. Furthermore, as shown in Exhibit 2-5, there are large areas of vineyards located throughout the project site that would provide the minimum open space area recommended by the Airport Land Use Compatibility Plan.

Aviation Mishap History

The Aircraft Owners and Pilots Association’s Aviation Safety Foundation records aviation incidents at airports across the United States. Mr. Wiswell reviewed records of incidents at the Napa County Airport for the period between 1986 and 2000. Those records indicate that 20 incidents occurred at or near the airport, of which 15 were off-airport. Based on the descriptions and locations of the incidents, Mr. Wiswell concluded that the project site is far enough from runways 18R/36L and 06/24 to be located outside a likely mishap termination area. Moreover, Mr. Wiswell noted that there is sufficient open space within the project site to allow a pilot to avoid structures during a controlled forced landing.

Instrument Approach Paths

Mr. Wiswell reviewed instrument approach paths into the airport for runways 18R/36L and 06/24, as well as “missed approach” paths from an unsuccessful approach to landing for the two runways. He concluded that no approaches or missed approaches to the airport would likely overfly the project site at low altitude.

Conclusion

The proposed resort and winery would be consistent with all applicable standards of the Airport Land Use Compatibility Plan, including the indoor density recommendations for Zone D. Note that the proposed sewer and recycled water pipelines would be located underground and would not have the potential to conflict with any of the provisions of the Airport Land Use Compatibility Plan. Accordingly, 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.

LAFCO Policies Consistency

Impact LU-4:	The proposed project would not conflict with any of the applicable policies established by the Napa County Local Agency Formation Commission.
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Impact Analysis

The proposed project involves the annexation of the project site into the Napa Sanitation District and the related extension of sewer and recycled water service to the proposed resort and winery. In its Notice of Preparation comment letter dated April 3, 2009, Napa County LAFCO requested that the proposed annexation into the Napa Sanitation District be evaluated against the criteria set forth in California Government Code Section 56668. This statute establishes factors LAFCO agencies must use in reviewing annexation proposals. Table 3.9-11 provides a consistency analysis with California Government Code Section 56668. As shown in the table, the proposed annexation and extension of sewer and recycled water service would be consistent with Section 56668. Impacts would be less than significant.

Table 3.9-11: California Government Code Section 56668 Consistency Analysis

No.	Factor	Consistency Determination
1	Population and population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other	Consistent: The proposed resort is located within the Napa city limits and the RUL. The site is currently served

No.	Factor	Consistency Determination
	<p>populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.</p>	<p>with potable water service provided by the City. The Napa Sanitation District’s long-range plan for recycled water contemplates extending service to the Stanly Ranch. Accordingly, the annexation of the project site into the Napa Sanitation District and the provision of sewer and recycled water service represent the logical extension of urban services to an area appropriate for urban development.</p>
2	<p>The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas. “Services,” as used in this subdivision, refers to governmental services whether or not the services are services which would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.</p>	<p>Consistent: The proposed project would be an urban land use and sewer service would be necessary for public health and safety. The project site is located within the Napa city limits and the RUL, and is currently served with potable water service provided by the City. Furthermore, the extension of recycled water service to the project site would be considered beneficial to the public interest because it would facilitate the replacement of potable water used for irrigation with recycled water and, therefore, allow for more efficient uses of potable water resources. Finally, the project applicant would provide its fair share of the cost of the extension of sewer and recycled water. As such, there is sound public policy and financial basis for extending these services to the project site.</p>
3	<p>The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.</p>	<p>Consistent: The extension of sewer service to the project site may facilitate the development of more intense uses on other properties within the Stanly Ranch; however, it would be speculative to predict what may occur because no such applications are on file with the City of Napa. Regardless, the extension of sewer service is needed to ensure necessary levels of public health and safety; therefore, the mutual social and economic interest of providing sanitary sewer services outweighs any potentially negative growth implications. Furthermore, the extension of recycled water service to the project site would be considered beneficial to the public interest because it would facilitate the replacement of potable water used for irrigation with recycled water and, therefore, allow for more efficient uses of potable water resources. The</p>

No.	Factor	Consistency Determination
		annexation of the project site into the Napa Sanitation District would have no effect on the local governmental structure of the County because the site is currently located within the Napa city limits.
4	<p>The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377. (Section 56377 is reproduced below)</p> <p>56377. In reviewing and approving or disapproving proposals which could reasonably be expected to induce, facilitate, or lead to the conversion of existing open-space lands to uses other than open-space uses, the commission shall consider all of the following policies and priorities: (a) Development or use of land for other than open-space uses shall be guided away from existing prime agricultural lands in open-space use toward areas containing nonprime agricultural lands, unless that action would not promote the planned, orderly, efficient development of an area. (b) Development of existing vacant or nonprime agricultural lands for urban uses within the existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open-space uses which are outside of the existing jurisdiction of the local agency or outside of the existing sphere of influence of the local agency.</p>	<p>Consistent: The project site is located within the Napa city limits and the RUL. The Stanly Ranch was previously subdivided in 2003 with the intent of developing six wineries and associated dwelling units. The parcels within the Stanly Ranch are served by potable water service provided by the City of Napa.</p> <p>Although the sewer line itself would not directly convert open space or agricultural lands to urban uses, it would facilitate the development of the resort and winery on the project site, which is currently in agricultural use. The proposed project would minimize the amount of acreage converted to non-agricultural use through the use of clustering, which would allow more than 40 acres of vineyards to be retained on the 93-acre site. Furthermore, the inclusion of a winery in the project would provide an onsite agricultural-supporting use that would contribute to the continued economic viability of agricultural production within the Stanly Ranch and Napa County.</p> <p>Therefore, the extension of sewer service to the project site, and the development of the resort and winery, would be consistent with the objective of planned, orderly, efficient patterns of urban development.</p>
5	<p>The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016. (Section 56016 is reproduced below)</p> <p>56016. “Agricultural lands” means land currently used for the purpose of producing an agricultural commodity for commercial purposes, land left fallow under a crop rotational program, or land enrolled in an agricultural subsidy or set-aside program.</p>	<p>Consistent: The 93-acre project site contains mostly Unique Farmland and a small area of Prime Farmland. The proposed project would retain more than 40 acres of vineyards on the project site and develop an onsite winery that would use a minimum of 75 percent of fruit grown in Napa County. Although the proposed project would result in the conversion of approximately 50 acres of farmland to non-agricultural use, the retention of more than 40 acres of vineyards and the inclusion of an</p>

No.	Factor		Consistency Determination
			agricultural-supporting use would be consistent with the intent of the objective of maintaining the physical and economic integrity of productive farmlands.
6	The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.		Consistent: The project site is within the Napa Sanitation District’s Sphere of Influence and is within 1 mile of the Soscol Water Recycling facility. Therefore, the annexation of the project site into the Napa Sanitation District would represent a logical extension of the agency’s service area boundaries.
7	Consistency with city or county general and specific plans.		Consistent: As evaluated in Impact LU-1, the proposed project is consistent with all applicable provisions of the City of Napa General Plan. In addition, the development of the proposed project would be guided by a Master Plan.
8	The sphere of influence of any local agency which may be applicable to the proposal being reviewed.		Consistent: The project site is located within the Napa city limits and within the Napa Sanitation District Sphere of Influence. The purpose of this consistency analysis is to determine if the proposed annexation into the Napa Sanitation District is consistent with LAFCO policies.
9	The comments of any affected local agency or other public agency.		Consistent: This EIR addresses the applicable comments made by the County of Napa, Napa Sanitation District, and LAFCO in their Notice of Preparation comment letters. Affected agencies will also have the opportunity to comment on the Draft EIR, as well as to the Napa Sanitation District and LAFCO about the proposed annexation.
10	The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.		Consistent: Napa Sanitation District’s Soscol Water Recycling Facility has available treatment capacity to accommodate the effluent generated by the proposed project. In addition, the facility would have enough supplies to serve the proposed project with recycled water. Refer to Section 3.12, Public Services and Utilities for further discussion.
11	65352.5.	(a) The Legislature finds and declares that it is vital that there be close coordination and	Consistent: The project site is currently served with potable water supplied by the City of Napa. The proposed project would involve either the extension of a recycled water pipeline from the Soscol Water Recycling Facility, which would

No.	Factor	Consistency Determination
	<p>consultation between California’s water supply agencies and California’s land use approval agencies to ensure that proper water supply planning occurs in order to accommodate projects that will result in increased demands on water supplies.</p> <p>(b) It is, therefore, the intent of the Legislature to provide a standardized process for determining the adequacy of existing and planned future water supplies to meet existing and planned future demands on these water supplies.</p> <p>(c) Upon receiving, pursuant to Section 65352, notification of a city’s or a county’s proposed action to adopt or substantially amend a general plan, a public water system, as defined in Section 116275 of the Health and Safety Code, with 3,000 or more service connections, shall provide the planning agency with the following information, as is appropriate and relevant:</p> <p>(1) The current version of its urban water management plan, adopted pursuant to Part 2.6 (commencing with Section 10610) of Division 6 of the Water Code.</p> <p>(2) The current version of its capital improvement program or plan, as reported pursuant to Section 31144.73 of the Water Code.</p> <p>(3) A description of the source or sources of the total water supply currently available to the water supplier by water right or contract, taking into account historical data concerning wet, normal, and dry runoff years.</p> <p>(4) A description of the quantity of surface water that was purveyed by the water supplier in each of the previous five years.</p> <p>(5) A description of the quantity of groundwater that was purveyed by the water supplier in each of the previous five years.</p> <p>(6) A description of all proposed additional sources of water supplies for the water supplier, including the estimated dates by which these additional sources should be available and the quantities of additional water supplies that are being proposed.</p> <p>(7) A description of the total number of customers currently served by the water supplier, as identified by the following categories and by the amount of water served to each category:</p> <p>(A) Agricultural users.</p> <p>(B) Commercial users.</p> <p>(C) Industrial users.</p>	<p>provide irrigation water for the vineyards, or the provision of an onsite wastewater treatment plant that would generate recycled water for onsite irrigation use. Under either scenario, adequate water supplies would be available for the proposed project. Refer to Section 3.12, Public Services and Utilities for further discussion.</p>

No.	Factor	Consistency Determination
	<p>(D) Residential users. (8) Quantification of the expected reduction in total water demand, identified by each customer category set forth in paragraph (7), associated with future implementation of water use reduction measures identified in the water supplier’s urban water management plan. (9) Any additional information that is relevant to determining the adequacy of existing and planned future water supplies to meet existing and planned future demands on these water supplies.</p>	
12	<p>The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7. (Section 65580 is reproduced below)</p> <p>65580. The Legislature finds and declares as follows: (a) The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order. (b) The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels. (c) The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. (d) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community. (e) The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs.</p>	<p>Consistent: The project site does not contain any existing dwelling units. The City of Napa Housing Element does not contemplate developing affordable housing on the project site. Therefore, the development of the proposed project would not impair the City’s ability to develop affordable housing.</p> <p>The proposed project would create an estimated 500 new jobs (382 full-time equivalent). These employment opportunities would range from entry-level positions to professional careers. As discussed in Section 3.11, Population, Employment, and Housing, there is enough available local labor in Napa County, as well as the portions of Solano County and Sonoma County that are within 15 miles of the project site to fill the proposed project’s jobs. Therefore, the proposed project would not create a direct need for affordable housing.</p> <p>Finally, there is existing farmworker housing on the Stanly Ranch. Because these farmworkers currently tend to the vineyards on the project site, the proposed project would not create a need for additional farmworker housing.</p>
13	Any information or comments from the landowner or	Consistent: The property owner, Stanly

Land Use

No.	Factor	Consistency Determination
	owners, voters, or residents of the affected territory.	Ranch Vineyards, LLC, is supportive of the proposed annexation. Surrounding property owners and residents will have the opportunity to comment on the Draft EIR, as well as to the Napa Sanitation District and LAFCO about the proposed annexation.
14	Any information relating to existing land use designations.	Consistent: Existing land use designations and entitlements within the Stanly Ranch reflect the 2003 subdivision and anticipated development of six wineries and associated dwelling units. In addition, all land use activities within the Stanly Ranch are consistent with the existing land use designation.
15	The extent to which the proposal will promote environmental justice. As used in this subdivision, “environmental justice” means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.	Consistent: The extension of sewer service to the project site would allow for urban levels of sanitation to become available to residents and employees of the Stanly Ranch, including farmworkers. Sanitary sewer service is more reliable and preferable than septic tank disposal; therefore, residents and employees would be recipients of the health, safety, and convenience benefits of enhanced sanitation.
Source: Michael Brandman Associates, 2009.		

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.